

Hongkong Daily Press.

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83

IMPROVEMENTS

MOUTRIE PIANOS

HAVE ESTABLISHED
an unequalled reputation for tone, touch,
artistic construction and lasting qualities.

GUARANTEE

for
FIVE YEARS.

CASH OR EASY TERMS.

MOUTRIE'S.

[89-2]

TO LET—FURNISHED.

From Mid-April, 1916.

CRAIGMIN EAST, 180, PRINCE. Moderate
rent. Year or longer.
Apply—**T. K. DEALY**,
Craigmin East, or
Queen's College.
Hongkong, 26th February, 1916. [340]

TO LET—AT THE PEAK.

FURNISHED, No. 3, Mountain View.
Apply—**H. E. POLLOCK**,
Princes Buildings.
Hongkong, 26th February, 1916. [333]

FURNISHED FLATS.

THE Undersigned are prepared to furnish
some of their Tregunter Mansions (May
Road) Flats to suit intending tenants. These
flats have first-class appointments which
include English Baths and Kitchen ranges,
hot water supply and water-closets. They
are of two kinds, viz.: Flats with 3 Bedrooms
and 2 Sitting Rooms and Flats with 3 Bed-
rooms and 1 Sitting Room. The latter are
especially suitable for bachelors. Arrange-
ments could be made if desired for the use
in common with certain other tenants, of the
adjoining fresh water swimming bath.
Apply to
HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Alexandra Buildings.
Hongkong, 26th January, 1916. [205]

TO LET—FURNISHED.

NO. 5, MORRISON HILL, 6-Roomed
House, 4 Bedrooms and 4 Bathrooms.
Vacant from 1st March.
Apply—**HARRY WICKING & Co.**
Hongkong, 2nd February, 1916. [235]

TO LET.

A splendid set of OFFICE ROOMS on the
First Floor of No. 10, Des Vaux Road
Central (above the Robinson Piano Co.),
comprising Three Large and Two Small Rooms
with Out-houses and Servants' Quarters. The
Premises are being thoroughly repaired and
renovated. Centrally located in the vicinity
of the Banks and Shipping Office. Rent
moderate.
Apply to—**MOW FUNG & Co.**,
10, Des Vaux Road Central.
Hongkong, 18th February, 1916. [302]

TO LET.

OFFICES, 5, Duddell Street, now in
occupation of Messrs. Radecker & Co.
Apply—**THE HONGKONG LAND INVEST-**
MENT & AGENCY Co., Ltd.
Hongkong, 17th February, 1916. [296]

TO LET.

NOS. (and 10) MOUNTAIN VIEW.
P.M.S.
Apply to—**M. J. D. STEPHENS**.
Hongkong, 15th November, 1915. [197]

TO LET.

TWO HOUSES in "STONEHENGE",
No. 5, Robinson Road. Newly done-up
and remodelled.
Each House contains downstairs Two Good
Rooms and upstairs Three Bedrooms, each with
Bathroom.
Out-houses and Grass Tennis Court.
Shortly available for occupation.
Apply to—**DAVID SASSOON & Co., Ltd.**
Hongkong, 22nd December, 1915. [112]

TO LET.

TWO ROOMED-FLATS in Nathan Road,
Kowloon.
THREE-ROOMED FLATS in Humphrey's
Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road,
with every modern convenience, including
English Baths and Kitchen Ranges, Hot
Water and Water-Closets. A few
flats specially designed to accommodate three
bachelors at reasonable rentals. Immediate
possession.
FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
Apply to—**HUMPHREYS ESTATE & FINANCE**
Co., Ltd.
Alexandra Buildings.
Hongkong, 29th December, 1915. [277]

TRADING WITH THE ENEMY.

MESSRS. ARNHOLD'S APPEAL
ALLOWED.

In H.M. Supreme Court, Shanghai, before Sir Haviland de Saumarez, Judge,
on February 21st and 22nd, Messrs. Arn-
hold appealed against the decision of the
Judge at the British Consular Court at
Hankow, convicting them of trading with
the enemy.

Mr. D. McNeill, with whom was Mr. H.
G. C. Bailey, appeared for the appellants;
and Mr. H. P. Wilkinson, Crown Advocate,
with whom was Mr. A. G. Moscop, for the
Crown.

Mr. McNeill said that the charges, briefly
summarized, were:—First, of obtaining
gunny bags, second, of supplying tarpaulins,
and, thirdly, of paying for electric fittings.
Counsel complained that the charges, of
which the defendants had been convicted,
had been laid against the firm, whereas all
the recent prosecutions, at home, of trading
with the enemy had been against the per-
sons or partners concerned. He did not be-
lieve that the charge was well laid against
Messrs. H. E. Arnhold as a firm or that the
conviction of them as a firm, on the charge,
was reasonable. *Mens rea* formed a neces-
sary part of the proof of guilt; it had not
been proved, and he thought that went to
the whole root of the matter and, alone,
entitled him to ask for the conviction to be
quashed.

Counsel then explained that the firm of
Messrs. H. E. Arnhold came into existence
in this way: Mr. H. E. Arnhold and Mr.
C. Arnhold, brothers, were two partners in
the firm of Messrs. Arnhold, Karberg & Co.,
the other partners being German. On the
outbreak of war Messrs. Arnhold com-
menced business on their own account, tak-
ing over the export business of Messrs.
Arnhold, Karberg & Co., under the firm
name of Messrs. H. E. Arnhold. The ar-
rangements were disclosed to the authori-
ties. The taking over of the export busi-
ness and the taking of certain parts of the
premises and leaving others was done with
the consent and approval of the British
authorities. It was a difficult position and
one almost impossible to realize, except
under official auspices. The firm of Messrs.
Lowe, Bingham & Matthews were appointed
superintendents to the firm in September of
last year, and therefore not only were the
authorities cognizant of the arrangements
and the close contiguity which necessarily
resulted from it, but they had appointed a
supervisor to make sure that no ill-results
followed from the arrangement which they
had sanctioned.

Mr. McNeill went on to deal with the
judgment and its reference to the various
charges decided upon. He pointed out that
with regard to the first charge, the gunny
bags had originally belonged to Messrs. H.
E. Arnhold. They had passed to the defend-
ants when the export business was taken over
and Messrs. Arnhold, Karberg & Co. were
returning to the defendants that which
already belonged to them. With regard to
the second the defendants had handed back
to Messrs. Arnhold, Karberg & Co. tarpau-
lins which belonged to them. They had been
obtained when lighters had been leased from
Messrs. Arnhold, Karberg & Co. and, when
that arrangement was put a stop to the
lighters were returned with all their fittings
except in the case of one, when the tarpau-
lins in question were retained in one of the
defendants' godowns and had practically re-
turned to the firm, he was making his finding
admitted that the thing done was actually
handing back to Messrs. Arnhold, Karberg
& Co. goods which actually be-
longed to them. With regard to obtaining
electric fittings from Messrs. Arnhold, Karberg
& Co. the plea had not been accepted and
the case gone into. They had thought
that they were entitled to do what they
did under the King's licence. It was a cash
transaction under the King's licence.

The evidence did not support the case, be-
cause it included evidence which the learned
judge improperly admitted and its im-
proper admission vitiated the other evi-
dence. In the concluding paragraph of the
judgment it was distinctly admitted by the
judge that he allowed matters to be proved
before him which were not, to use his own
words, "matters which had a direct bearing
upon the case." The only matters which a
party was entitled to prove in any case
were those which were relevant.

Mr. McNeill then raised the question of
the service of the summons and pointed out
that Mr. H. E. Arnhold did not know the
proceedings were being brought. The firm
in Hankow was served upon January 31 and
the case heard upon February 1st. What
was the reason for this particular method
of procedure? he asked.

His lordship remarked that he did not see
how the summons was served; there was no
firm in Hankow. If a partner had been
served, he would say that the service was
good, and unless one had been served he
would say that the summons was wrong. He
wanted to know what the exact circum-
stances of the service were.

Mr. Moscop said that on January 29th
the gentleman given a search-warrant
searched the defendants' premises. Certain
books were removed from the company's
premises and on February 1st the first two
charges were framed and served upon Mr.
Cooper, the representative for the defend-
ants in Hankow. He appeared in answer
to the summons the following day, when the
summons was made returnable.

His lordship, having been told by Mr.
McNeill that there were two partners in the
defendant firm, remarked that surely the
case was at an end, for it seemed to him
that the defendants had not had notice of
trial.

Mr. Wilkinson—The firm of H. E. Arn-
hold is registered in Hankow.
His lordship—I don't know of any such
register to my knowledge.
Mr. McNeill—There is no register in
Hankow and we are not registered there, if

Mr. Wilkinson said that, according to the
decision, the summons was laid to the place
of business of Messrs. H. E. Arnhold at
Hankow and left with a person apparently
above the age of fifteen. That was all that
had to be done.

Mr. McNeill claimed that no person
directly concerned in answering the charge
had had notice of it.
His lordship said that he felt very grave
doubts upon the question of the service of
the summons. If the service were bad—he
would not say that until he had looked into
it—seemed to him that the whole pro-
ceedings would be void *ab initio* and it
would not be a question of quashing the
conviction but for the Crown, if they were
so advised, to proceed *de novo*.

Mr. McNeill submitted that Mr. Marker
for the defence had given a reasonable ex-
planation as to how the gunny bags came
into the possession of the defendants. The
learned judge had assumed that the receipt
of the gunny bags by the defendants had
removed the onus of disproving guilty
knowledge to them, instead of leaving the
proof of *mens rea* with the prosecution.
He submitted, however, that nothing more
had been proved than that the gunny bags
had been received and that it would be for
the Crown to prove that the obtaining was
guilty. The same remarks almost applied
to the question of the tarpaulins.

Mr. Wilkinson, replying on behalf of the
Crown, submitted that firms and persons
could be proceeded against and had been
proceeded against for trading with the
enemy out here. It would be quite possible
to have a registered British firm carrying
on business, out here whose partners were
at home, with a neutral manager, and then
where would the Crown be if it were only
the individual members of the firm who
could be proceeded against? He pointed out
that they were not trying Mr. H. E. Arn-
hold or his brother, but the firm of
Messrs. H. E. Arnhold, trading at Han-
kow. With regard to the question of ser-
vice, they could serve a man who had com-
mitted an offence either at the place where
the offence was committed or at the place
where the defendant could be found. The
proper Court in which to make a charge
against Messrs. H. E. Arnhold, a firm in
Hankow, was the Court in Hankow.

Counsel then proceeded to argue that in-
tercourse with an enemy, which was pro-
hibited by common law, was not only a
question of buying and selling. Buying
and selling were put down as separate mat-
ters, but there was also that which was
described as *intra communis*, and that was
what Messrs. H. E. Arnhold had been
charged with and what they had been found
guilty of.

His lordship—You are not allowed to take
your own property from an enemy?

Mr. Wilkinson—It would come to that.

His lordship—That is ridiculous, surely.
Mr. Wilkinson explained that even that
might place the respondent under an obliga-
tion to repay. With regard to the gunny
bags the judge had given a peremptory find-
ing. He did not take it for granted, nor
had he before him that the gunny bags
even formed a portion of a large number
which had gone to Changchun. He had been
given verbal evidence that the bags had
come down from that place and also docu-
mentary, but there was only verbal evi-
dence that they had ever been sent there.
The judge had in mind that the onus, which
had been placed upon the defendants, had
not been discharged. He submitted that
the decision of the learned judge was right,
that the onus had been shifted to the de-
fendants and that it was not discharged.

His lordship expressed his view that the whole
of the proceedings on the third charge were
marked by many irregularities, for which a
gentleman in the position of the magistrate
was to be entirely excused, because it was
a difficult case to handle, but with that it
seemed to his lordship very much better
that the case should be tried *de novo* if the
irregularities were such as to vitiate the
proceeding.

Mr. Wilkinson added that he did not
submit any *mens rea* except as to the re-
sponsibility of Messrs. H. E. Arnhold for
the manner in which the business of the
branches was being carried out. What was
behind the question of service? The de-
fendants had been served, they had been tried
and the Court, the case had been tried and
unless there was some irregularity, which
prevented justice being done, the case
should not be sent back. Justice had been
done. The magistrate before whom the case
was tried had not been called to the bar,
but, if his lordship would allow him to say
so, his judgment had the merit of being
one of the most sensible judgments of a
lower Court, that he, counsel, had had to
deal with.

Mr. McNeill in the course of his reply
said that the defendants had been convicted
of trading with the enemy because a man
in their employ, nearly a thousand miles
away, without their knowledge and the
knowledge of the man in charge, did the
things with which they were charged. Far
from being one of those cases where *mens*
rea was presumed until the onus was dis-
charged, it was one of those grave and seri-
ous cases where it was incumbent upon
the Crown to prove guilty knowledge where
it was an essential part of the offence
charged. On the question of service, the
law of England was known, on its criminal
side, for its extreme common-sense which
distinguished all its procedure; and one
of the provisions, which was well known
and one which was most essential to the
liberty and preservation of the rights of
the subject, was that nobody could, in a
general way, be convicted of a crime in his
absence, unless due notice had been given
him and he had refused to appear. Assum-
ing that Messrs. H. E. Arnhold could have
been served in Hankow so that the
partner in Hankow might be fined
or otherwise punished for an offence,
was that a *res ab act* for the purpose
of bringing the summons to the notice
of Mr. H. E. Arnhold or his brother,
—he was in London? He submitted that it
was not. Where a case of the very first
importance to the firm implicated was
troubling, he thought it was a very real
reason to take it to the Court here,
where it would have come before a trained
judge and one who was often getting
lit cases before him, and take it up the
river, with more or less secrecy, with the

COMPANY REPORTS.

HONGKONG AND WHAMPOA DOCK
CO., LTD.

Subject to audit, the Directors of the
Hongkong and Whampoa Dock Company,
Ltd., will recommend the payment of a
dividend of \$5 per share, which will absorb
\$250,000.00; write off about \$30,000 for
depreciation of plant, etc.; pay a bonus of
10 per cent. on salaries to the European
staff; and carry forward about \$300,000.

LANGKATS.

Messrs. Benjamin & Potts are in receipt
of the following telegraphic advice from
their Shanghai Office:—

Langkat Dividend, Tls. 1; Profit on Oil,
Tls. 437,590; Profit on Investments, Tls.
625,901; Profit on Rubber, Tls. 135,935.

"BATTERY ON THE MARCH."

Oh! for the horseman's pride of place
Who with the Battery rides.
Dauntless and gay, with smiling face
Whatever him betides.
The music of the tramping hoofs
And the rumbling of the wheels
Spreads throughout his spirit
The triumph that he feels.
His weapon yields an untold power
It is the Gunner's pride
To hear the shrieking Shrapnel shell
Toward the foe's side.
His horse it shares his fondling care
And loves his master well
Together they their dangers bear
When duty casts its spell.
Perchance foul death may cast his breath
Upon them as they stand,
To stay the horse's gallant stride
His master's bridle hand.
The Battery's Major leads the way
His face is keen and stern
Come follow him who dare and may
The art of war to learn!

T. J. WILSON.

Hongkong, 26th February, 1916.

"THE ANGEL IN THE HOUSE."

"The Angel in the House," the brilliant
comedy which the A.D.C. are producing
next Saturday and the following Monday
in aid of the Blue Cross Fund has been
described as a Gilbert and Sullivan opera
without the music—lively, light-hearted,
agreeable.

The caste is as follows:—The Widow in
the House, Mrs. Gompertz; The Peaches
in the House, Mrs. Worcester and Miss
Phoebe May; The Silly Young Ass in the
House, Mr. A. M. Preston; The Nuisance
in the House, Mr. H. E. Muriel; The
Bore in the House, Mr. M. S. Northcott;
The Angel in the House, Mr. W. Sinclair.
There are two beautiful sets—one, an old
ball in a country house; the other, a Temple
on an island in a lake—both of which have
been designed by Mr. W. A. Cornell.
The booking for both performances has
been very active, but there are still a num-
ber of good seats left for the second night,
and those wishing to witness this bright
fantasy are advised to secure seats without
further delay.

result that far away from here there was
published in newspapers reports of the
trial, with the result that it would neces-
sarily have upon the public. If there was
any ill resulting from that trial, it must
be said that it was occasioned by a certain
error in procedure, namely, the removal
of the case to Hankow from the Court here.
His lordship reserved judgment.
In giving judgment, his lordship held
that in the circumstances of this case a
summons served on an employee in Han-
kow on January 31st could not possibly be
notice to a defendant resident in Shanghai
of a trial on February 1st. Therefore what
the magistrate in effect did was to issue a
summons to the firm of Messrs. H. E. Arn-
hold and then try somebody else. The con-
victions must be quashed.

As regards the individual charges it is
not necessary for me—added his lordship—
to say anything, but I may add that I think
the magistrate was right in his law, which
is all that concerns me, on the charge of sup-
plying tarpaulins, and that his construction
of the word "obtain" on the first charge
as to gunny bags was also correct. I do
not agree with the contention put forward
by the Crown Advocate that an innocent
taking of one's own goods from an enemy
can be held to be an offence against the
regulations under which the charge was
made. The magistrate was evidently of
opinion that he was bound to acquit the
defendants if he was satisfied with the ex-
planation given by the witness, Marker,
of this transaction, and I think he was
right. But I am of opinion that he was
wrong in holding that the onus was on the
defendants to satisfy him that his story
was true. If he disbelieved Marker's story
he was right, but he does not go so far as
that, he says only that he was not satisfied.
He calls the story plausible; to be plausible
it must certainly be reasonable, and it
would seem, on the authority of *Uzz v.*
Schama, a recent case of which I have
only seen a note in the Current Digest,
that the onus still remains on the Crown
that the onus still remains on the Crown
to prove a guilty intention, he was not
entitled to reject a reasonable explanation
unless he disbelieved it.
The defence in the third case as to the
electric fittings depended on the construc-
tion of the licence. I prefer to express no
opinion on it.

Mr. McNeill applied for costs.
His lordship said he did not think he
was entitled to award these. He did not
think costs were given in such cases as
those in England. So far as it went he
had upheld the magistrate in one case, re-
versed him in another and as to the third
he had expressed no opinion. He would,
therefore, make no order as to costs.

FAR EASTERN MEN AND
THE WAR.

It will interest friends of Mr. H. A.
Brittan, late of the China Mutual Life
Insurance Co. (Shanghai), to learn that he
is serving with the Australian Forces, has
been twice wounded and is back again at
the front for the third time.

Major Percival Ernest Knapp, 51st
Sikhs, who has been killed in action, was
in the operations for the Relief of Peking
(1900), when he fought in the actions at
Peitsang and Yangtun. He was decorated
with the China medal with clasps.

With reference to the death of the Rev.
James Robert Stewart, it may be recalled
that both Mr. Stewart's father and mother
were Church Missionary Society mis-
sionaries in Foochow, and both were
murdered in the disturbances at that port
in 1895. Chaplain Stewart himself, who
was the third son, was killed by the burst-
ing of a shell while conducting the
funeral of a soldier.

HONGKONG VOLUNTEERS

CORPS ORDERS BY LT. COL. A. CHAPMAN, V.D.

MONTHLY REPORTS.

1.—The monthly state is required at the
Orderly Room not later than 5 p.m.
to-day, 29th inst.

ENGINEER COMPANY.

2.—The following extract from Orders
by Chief Engineer, China Command,
is published for information:—

The undermentioned members of the
Engineers Co., H.K.V.C., are
raised to the "Profit" rate of
Engineers pay, with effect from 11th
February, 1916.

ELECTRICIANS.

No. 1454 Sapper Haigh.
No. 1721 Sapper Oswald.
No. 1932 Sapper Smith.
No. 1921 Sapper Old.

MUSKETRY.

3.—Musketry, Recruits' Course, Part II.
(Standard Test), will be carried out
at King's Park Range as follows:—
Saturday, 4th March, 2.30 p.m.—
Right Section M. G. Co.
Sunday, 5th March, 9.30 a.m.—Scout
Co.

O.C.s concerned will take steps to en-
sure that every recruit of their com-
pany or section, who is in the
Colony, fires the Course on the date
arranged above. Corp. Gri-
E.E. will attend and N.C.O.s of the
units having men firing will attend
to assist him. Uniform (drill order)
to be worn.

The Officer in charge of the firing point
will check the ammunition both be-
fore and after firing each day.
Officers on duty at firing point:—

March 4th:—Lieut. Kennett.
March 5th:—An Officer of the Scouts
Company.
Officer on duty in butts:—March 4th
—Lieut. Weall.
Officer on duty in butts:—March 5th
—Lieut. Rees.

PARADES.

4.—Parades for to-day (Tuesday):—
7.00 a.m. Members of Signalling
Section and other Signallers, as detailed
in Signalling Section order dated 8th
December, 1915:—More: flag practice
at Headquarters.

5.10 p.m. Centre Section M. G. Co.—
M. G. Drill at Kowloon Docks.
Launch leaves Statue Pier at 4.30
p.m.

5.15 p.m. Nos. 1 and 2 Sub-Sections
Army Batty, (as detailed in Corps
Order No. 4 dated 30th December,
1915):—10 p.m. gun drill at Headquar-
ters. Sergt. Bradley, R.G.A., will
attend.

5.15 p.m. Right Section M. G. Co.—
Section drill and Musketry exercises
on Cricket Ground.

5.15 p.m. Left Section M. G. Co.—
Machine gun drill at Headquarters.

5.15 p.m. Recruits of all units—Squad
drill and Rifle exercises at Headquar-
ters under S. M. Higby and one
N.C.O. from Right Section M. G.
Co.

5.51 p.m. Stretcher Bearer Section—
Instruction at Headquarters.

DETAILS.

5.—On duty until morning of 3rd inst.—
H.K.V.M.
G. E. STEWART, Capt.
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

PLATOON PARADES.

Tuesday, Feb. 29th.—No. 2 Company (3rd
and 4th Platoons).
Wednesday, Mar. 1st.—No. 3 Company
(1st and 2nd Platoons).

Thursday, Mar. 2nd.—No. 3 Company
(3rd and 4th Platoons).
Friday, Mar. 3rd.—No. 1 Company (1st
and 3rd Platoons).

SUMMER UNIFORM.

No. 2 Company will attend Central Sta-
tion for measurement as follows:—
No. 1 Platoon, 5.30.
No. 2 Platoon, 5.45.
No. 3 Platoon, 6.00.
No. 4 Platoon, 6.15.

MAXIM GUNNERS.

Will attend for instruction at Central
Station at 5.30 p.m. sharp on Wednes-
day, March 1st, and Friday, March
3rd.

ROLL BOOKS.

The attention of Platoon Commanders is
drawn to orders of February 25th and
26th. The Roll Books previously in
use are at this office.

F. C. JENKIN.

D.S.P. (R.)

The *Hestia* learns that there have arriv-
ed in the Salonika line two Bulgarian
officers who profess to have deserted be-
cause they had been condemned to death
for refusing to set fire to seven Serbian
villages.

ASAHI BEER

DAI NIPPON BREWERY

OO. TOKIO JAPA.



OBTAINABLE EVERYWHERE.

SOLE AGENTS

MITSU BUSSAN KAISHA

HONGKONG.

NEW ADVERTISEMENTS

TO LET.

FURNISHED HOUSE, Seven Living Rooms, etc., with Garden.
Apply—**SECRETARY**,
CHURCH MISSIONARY SOCIETY,
90, Nathan Road.
Hongkong, 29th February, 1916. [347]

TO LET.

UNFURNISHED FLATS, in Nathan Road, Kowloon.
Apply—**PERCY SMITH, SETH & FLEMING**,
Hongkong, 29th February, 1916. [348]

FOR SALE.

RICHMOND HOUSE, No. 146, Barker Road, 27,200 Square feet of Land, including Tennis Court.
Apply—**HASTINGS & HASTINGS**,
Solicitors,
Hongkong, 29th February, 1916. [349]

NOTICE.

THE Undersigned, having been Appointed Agents for the **ESSEX & SUFFOLK EQUITABLE INSURANCE SOCIETY, LIMITED**, are prepared to issue Policies against Fire Risks at Current Rates on approved Foreign and Chinese Properties. For the **NORTH CHINA INSURANCE CO., LTD.**,
S. J. CHINCHEN,
Agent,
Hongkong, 29th February, 1916. [350]

SOCIETE DES PULPES ET PAPETERIES DU TONKIN.
(Tonkin Pulp & Paper Company.)
CAPITAL \$700,000.

Head Office: 21, rue Jules Ferry, Haiphong.
FIRST NOTICE.

SECOND CONVOCATION.

AS the EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Society convened for the 5th February, 1916, did not meet, the quorum required by article 31 of the law of 24th July, 1907, modified by the law of 23rd November, 1913, the Board of Directors hereby notify and convene all the Shareholders of the **SOCIETE DES PULPES ET PAPETERIES DU TONKIN** for a Second Extraordinary General Meeting to be held on the 18th March, 1916, at 4 o'clock in the afternoon, at the Head Office in Haiphong, 21, Rue Jules Ferry, when the following resolutions will be submitted:

1. Winding up of the Company.
2. Nomination of Liquidators, with special powers for disposing of the assets, in movable and immovable property, to any New Concern at such terms and conditions which will be deemed advisable by the Meeting.

Every Shareholder, whatever number of Shares he holds, may participate in the Meeting, and is entitled without limitation to as many votes as there are Shares in his possession.

For the Board of Directors,
(Signed) **M. DANDOLO**,
Haiphong, 28th February, 1916. [351]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "EGREMONT CASTLE"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th March at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.
Agents,
Hongkong, 28th February, 1916. [352]

LOST.

A PURE WHITE BULL TERRIER DOG answering to the name of "Billy."—Anyone finding same and returning it to **M. S. NORTHCOTE**, 5, Bowen Road, will be rewarded.
Hongkong, 28th February, 1916. [353]

NOTICE.

WE HAVE This Day authorised **MR. FRANK EYART JOSELAND** to Sign the name of our Firm in Canton.
DONNELLY & WHYTE,
Hongkong, 28th February, 1916. [356]

NOTICE.

ALL Persons having Claims against **MR. GUSTAV ENGEL**, of Missions, **Wm. MEYERINK & Co.**, are requested to file same with the Liquidators before 15th March 1916.
ALEX. BOSS & Co.,
Liquidators,
Hongkong, 9th February, 1916. [351]

SITUATION VACANT.

GOOD Salary and Prospects for Expert-
STENOGRAPHER and TYPIST,
General Office Work.
Apply—**"J. R. S."**,
Care of "Daily Press" Office,
Hongkong, 28th February, 1916. [357]

WANTED.

EUROPEAN SHOP in good centre.
Monthly rental \$200 to \$300. Lease
if necessary.
Apply to—**NEWELL**,
Care of "Daily Press" Office,
Hongkong, 28th February, 1916. [357]

INTIMATIONS

PONIES! PONIES!! PONIES!!!

PUBLIC ROUP.

THE Undersigned have received instructions to sell by Public Roup,
TO-MORROW (WEDNESDAY)
the 1st March, 1916, at 3 P.M., at the Fountain, opposite the City Hall,
A LARGE NUMBER OF
WELL-KNOWN RACE PONIES.
(Full Particulars from Catalogue.)
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 28th February, 1916. [342]

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW OF FLOWERS and VEGETABLES to be held in the Botanic Gardens:
FRIDAY, 3rd March, 2 to 6.30 P.M.
Admission \$1.00
Lady May will present the Prizes at 4 P.M.

SATURDAY, 4th March,
10.30 to 3 P.M.—Admission 50 Cents.
3 to 6.30 P.M.—Admission 20 Cents.
The Band of the 74th Punjabis will play on both days.
Tea will be obtainable on the Ground.
The Committee hope that during the distribution of Special or Presented Prizes winners will show courtesy by being present to receive them.
A. NICOL,
Hon. Secretary,
Hongkong, 26th February, 1916. [354]

BLUE CROSS FUND.

HORSES IN WAR TIME.

THE HONGKONG AMATEUR DRAMATIC CLUB

PRESENTS

"THE ANGEL IN THE HOUSE."

A COMEDY IN 3 ACTS,

By **B. MACDONALD HASTINGS**

AND
EDEN PHILLIPS,

Last Year's Great London Success.

ON **SATURDAY, 4th MARCH**, at 9.30 P.M.
AND **MONDAY, 6th MARCH**, at 8 P.M.

BOOKING Now Opened at **MOUTRIE'S**.

PRICES: \$4, \$3 AND \$2.

BLUE CROSS FUND.

Hongkong, 15th February, 1916. [359]

CONSULAR REGISTRATION OF AMERICAN CITIZENS.

THE attention of American Citizens and the Representatives of American institutions and concerns is called to the fact that the Department of State's regulations contemplate that all American Citizens, institutions, and corporations shall be registered **ANNUALLY** with the Consul in whose district they live or operate. The object of this registration is to facilitate the protection of American citizens, institutions, and corporations on the part of the agents of the Government.

Those who, knowing the regulations, nevertheless fail to register and maintain such registration may reasonably be presumed not to be entitled to register and not to be entitled to the American Government's protection.

American citizens, institutions, and concerns located in Hongkong are expected to register at the Consulate-General in Hongkong and to maintain such registration without notice from this office.

GEORGE E. ANDERSON,
Consul General,
Hongkong, 22nd February, 1916. [353]

EIGHT PER CENT. MILITARY LOAN.

SECOND DRAWING ON FEBRUARY 20th.

NOTICE IS HEREBY GIVEN that the Second Drawing for Repayment of the Eight Per Cent. Military Loan Bonds will take place in Peking on February 20th, on which occasion \$1,100,000 worth of Bonds will be drawn for repayment. When the drawing is over, the numbers of drawn bonds will be published in the **Government Gazette**.
MINISTRY OF FINANCE,
Canton, 23rd February, 1916. [350]



YAMATOYA SHIRT CO.
YOKOHAMA.

REPRESENTATIVE:

K. TAKAHASHI,
RESIDING AT HONGKONG HOTEL.

ALL ORDERS PERSONALLY ATTENDED TO.

Our Shirts are Sold by

NAKAZAWA SHOTEN,
7, D'ARQUILLAN STREET,
Hongkong, 24th February, 1916. [352]

PUBLIC COMPANIES

GONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on **THURSDAY**, the 2nd March, 1916, at 11.30 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1915.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from 21st February to 2nd March, both days inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.

Hongkong, 14th February, 1916. [357]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NEW SHARES AND DEBENTURES.

REMINDER TO SHAREHOLDERS.

NEW SHARES.
TUESDAY, the 29th FEBRUARY, is the **LAST DAY** for:

- (1) Payment for accepted shares.
- (2) Acceptance and payment of shares by absent shareholders.

After that date shares accepted and not paid for will be liable to forfeiture and the right to accept unaccepted shares will lapse.

DEBENTURES.
TUESDAY, the 29th FEBRUARY, is the **LAST DAY** for receiving applications for Debentures.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.

Hongkong, 26th February, 1916. [329]

DOUGLAS STEAMSHIP COMPANY LIMITED.

SHARE CERTIFICATE No. 2965, dated 6th May, 1909, of Thirty Shares numbered 8116 to 8139 inclusive and 18992/18996 inclusive, standing in the Register in the name of **DR. JOSEPH WHITTLSEY NOBLE**, having been **LOST**, Notice is hereby given that unless the said certificate is produced at the Office of the Company, 20, Des Vaux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

DOUGLAS LAPIRAIK & Co.,
General Managers,
Hongkong, 9th February, 1916. [254]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

A PPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of **YUEN CHEONG** or other Certificate or Certificate in lieu thereof upon Statement that the Original Certificate No. 39, Thirty Shares numbered 7729/7758 dated 18th August, 1910, has been **LOST** or **DESTROYED**; and **NOTICE IS HEREBY GIVEN** that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.

For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.,
General Managers,
Hongkong, 10th February, 1916. [259]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 3755 for Five Shares, \$100 paid up, numbered 3846/50, standing in the Register in the name of **EUSTACE ALBAN KEYNOL**, having been **LOST**, **NOTICE IS HEREBY GIVEN** that unless the said Certificate is produced to the Society on or before the 18th May, 1916, a **NEW CERTIFICATE** for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager,
Hongkong, 19th February, 1916. [305]

TENDERS.

SEALED TENDERS are invited for **UPHOLSTERY, DYING, DRY-CLEANING, WORK and MISCELLANEOUS ARTICLES** for **H.M. Naval Establishments for One Year** from the 1st April next.

Tenders will be received at the Rear Admiralty Office until Noon on **FRIDAY**, 10th March, 1916.

Forms of Tender may be obtained on application to the Naval Store Officer, **H.M. Naval Yard**.

The right is reserved of rejecting all or any Tenders and of accepting any portion of a Tender.

G. L. PLATT,
Naval Store Officer,
Hongkong, 28th February, 1916. [343]

TENDERS.

TENDERS are invited for the Supply of **LAND and LIGHTERAGE for Admiralty Coaling** for a period of 12 months certain from the 1st April, 1916.

Forms for Tendering can be obtained on application to the Naval Store Officer, **H.M. Naval Yard**, Hongkong, and Tenders should be lodged in the Rear Admiralty Office not later than Noon on the 10th March, 1916.

A deposit of One Hundred Dollars will be required from persons Tendering, and will be returned in the event of non-acceptance of the Tender.

G. L. PLATT,
Naval Store Officer,
Hongkong, 28th February, 1916. [344]

INTIMATION

WATSON'S

FINEST OLD

BROWN

BRANDY

E

QUALITY.

25 YEARS IN WOOD.

A. S. WATSON

& CO., LTD.,

WINE & SPIRIT MERCHANTS,

HONGKONG.

BIRTH.

FORBES.—At Canton, on 27th February, the wife of **D. FORBES**, of a daughter.

Hongkong Office: 10, Des Vaux Road, C. London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG 29th FEBRUARY, 1916

FIGHTING IN THE AIR.

The year 1915 claimed our attention in so many ways that we remained ignorant of, or accepted without comment, progress and inventions in the new and fascinating science of aeronautics. We have become aware of the fact that a new arm in the attack of an enemy, and the defence of the homeland has been added that belongs neither to the Army nor to the Navy. This air service is of such recent introduction that even the responsible authorities are not able to make up their minds as to whether it should be controlled by the Admiralty or the War Office or some entirely new department. There have been rumours that **Earl Curzon** is to be made the responsible Minister. A year ago we did not expect a Ministry of Munitions. A year hence we shall probably have **Earl Curzon** or somebody else in charge of the third service. It will be some time before we are accustomed to toast the "Army, Navy and the Royal Air Service," but it will come in time. Silently and surely, Great Britain has secured a real superiority in the air, as on the sea. Perhaps she did not deserve it. Instead of encouragement coming from the national Government, newspaper enterprise was necessary to stimulate interest in the subject. It is, even now, very doubtful if any member of the present Cabinet knows even the elements of aeronautical design. Some day we shall insist that our leaders and rulers shall have some slight knowledge of these modern subjects." **Mr. BALFOUR** says that, as he looks back over the last few years, he wishes that Great Britain had paid more attention to the development of Zeppelins. It was simply because **Mr. BALFOUR** and his present colleagues were interested in speculation and metaphysical rather than in practical and useful subjects such as air-

ships, wireless telegraphy and modern commerce, that we were left behind in these things, upon which the very existence of the Empire depends.

During the first few months of the war all the belligerents learnt useful lessons as a result of experience. Our enemies, our allies and ourselves commenced this war with different ideas. The faith of the Germans was pinned in Zeppelins, and to aeroplanes of the Taube type. We believed in biplanes and, thanks to the usual enterprise of the Navy, we had developed seaplanes. France, who had always encouraged aviation, had a few dirigibles and a large number of different types of aeroplanes. Russia possessed her own types of big and small machines, but she quickly copied her Allies, building up a fleet of aeroplanes from British and French designs. Much as we may justly blame our political leaders for failing to encourage aviation in Great Britain in the pre-war days, we can at least be proud of the natural genius of our own people. For time has proved that, when the war commenced, the B. E. biplane, evolved in Great Britain, was more suitable for actual warfare than the machines produced in France, Russia or Germany.

Nobody understood, at the beginning of the war, that different types of machines were needed for different work. Experience, however, has convinced the military authorities that it is well to think of the air service as divided into sections, just as they think of artillery, infantry and cavalry rather than of soldiers. For the aeroplane is now used for four chief purposes. The first, and most obvious, use is scouting. Some day we shall hear the full story of the aerial scouts who prevented the surprises by the Germans in the early stages of the war. It is certain that they were of inestimable value to the British forces. In addition to the usual and fairly obvious work of scouting, there is also "gun spotting." Then there is the highly exciting work of fighting the enemy in the air. Some of the most thrilling episodes of the war have been in connection with this new type of warfare. It appeals to the imagination as being almost like a duel, with rapier between two men meeting on a tight-rope stretched over Niagara. There is no thought of quarter between the warriors flashing through the boundless blue. The terrific speed itself must produce an excitement which, in turn, leads to the cheerful acceptance of risks calculated to make the onlooker tremble. Never had we thought of this extraordinary spectacle of human beings, encircling each other like eagles, seeking to send to a certain death the rival whose life depends upon his own daring resources and steady nerve.

Upon reflection we can see that all these operations require different kinds of machines. The Scouts must be able to see all around them. That seems obvious, but it was here France was unfortunate. She had splendid aviators and numerous machines, but they were nearly all monoplanes. In such machines the pilot and passenger (if there is one) must sit with their heads above the plane of the wings. Although the monoplanes of France were much faster than biplanes, yet the proper aeronautical authorities of our Allies boldly recognised previous errors and quickly decided to discard the monoplanes of the ordinary type then in use. They attempted to make modifications so that the observers could see beneath the wings of the new monoplanes, but in August last it was decided by the French that biplanes alone should be used at the front. Fortunately for us, Germany had also "backed the wrong horse." She is generally supposed to have commenced the war with about 800 monoplanes and 100 biplanes. Everything was made standard. All the biplanes were much heavier than those of Great Britain. When Germany realised her mistake she found that not only must her monoplanes be replaced, but that her ideas about biplanes were wrong. She could not, however, carry out the change rapidly. Thus far the war has led to the "scrapping" of all monoplanes and the recognition by each of the belligerents that the screw biplanes of the British type are the most desirable. While the Germans were intent upon copying our machines, we had the lead and we have maintained it. Our experts evolved a very fast type of biplane for observation work. They also constructed a heavier machine, capable of long flights with heavy weights, which is used for bombing purposes. It is quite certain that if our policy included "reprisals" we could kill a good many more women and children in Germany than the Germans have succeeded in murdering in England.

A tremendous stimulus has been given to aviation by the war. Just as the introduction of iron ships for fighting purposes has transformed ocean navigation, so will the demands of the Army and Navy for aeroplanes lead inevitably to a new service of air transport in times of peace. Some of these latest biplanes have a speed of 95 miles an hour and they can climb a quarter of a mile in a minute. Hundreds of carefully trained brains are at work upon researches and inventions so that these machines may be improved. When the war commenced Great Britain led in airship construction. She had neglected the Zeppelin type, it is true, but an excuse may be found from the fact that she did not entertain ideas of the promiscuous murder of non-combatants. It is often stated that Great Britain was backward in aeronautical work when war broke out. The war has proved, on the contrary, the genius of her workers in this field. It has also proved that nothing short of the danger of national safety could stir politicians to recognise that such modern developments are of more importance than philosophic discussions. We can only hope that the Empire will not forget the moral when the war in Europe is over and the fight for the markets of the world begins. The way to success in any kind of warfare is not by academic discussions based upon speculations, but by prompt action following upon the accumulation of facts.

A mail for Europe via Siberia closes to-day at 3 p.m.

Mr. A. Shelton Hooper returned to the Colony from long leave yesterday.

Two members of the Special Police Reserve were engaged in cases at the Criminal Sessions yesterday.

Mr. Ellis Kadoorie has, we understand, generously promised twelve of his ponies for the mounted detachment of the Special Police Reserve.

Sir Hayland and **Lady de Saumarez** left Shanghai for Amoy and Hongkong on February 23rd. They expect to be absent about three weeks.

The Great Northern Telegraph Company, Hongkong, announced that "deferred" telegrams can be accepted to America via the trans-Atlantic cables.

During the hearing of a case at the Criminal Sessions yesterday, **Mr. F. C. Jenkin**, becoming exasperated at the fencing of a Chinese woman while giving evidence, caused amusement by remarking,—"I am very glad, madam, that you are not my wife. I can assure you."

Detective **Lance-Sergeant Singleton** and the brothers **Edwards**, who were among the recent Police contingent which left Hongkong for Home, have been promoted to Corporals. They are now stationed at Farnboro'. In a letter to **Lance-Sergeant Marks**, **Corpl. Singleton** says it is no uncommon thing to see 20 or 30 machines in the air at once.

The King has been pleased to give and grant unto **Vice-Admiral Sir Thomas Henry Martyn Jerram, K.C.B.**, late Commander-in-Chief on the China Station, His Majesty's Royal licence and authority to wear the Grand Cordon of the Order of the Rising Sun, which decoration has been conferred upon him by His Majesty the Emperor of Japan in recognition of valuable services.

During the week ending February 28th, one fatal Chinese case of bubonic plague was reported. This occurred in the Tamsui district. In the same period six cases of enteric fever were reported, three of which proved fatal. These were composed of two British, one Portuguese and the rest Chinese, two being imported. One non-fatal Chinese case of purpuric fever was reported. There have been thirteen cases of small-pox (one Indian, and the rest Chinese, two being imported), nine of which proved fatal.

Chiangshun Lung Chi-kwan of Kwangtung reports that, for the purpose of assisting the naval forces of Kwangtung in the preservation of peace and order in the waters of Kwangtung, he has ordered the organization of **Yutuan**, or Fishermen Militia, in Kwangtung. The Yutuan will be organized and trained on military lines and, after furnishing guarantees, the fishermen will be supplied by the provincial Government with rifles for defensive purposes. It is believed that if properly organized the proposed Yutuan will prove of very useful to the provincial Government in the suppression of piracy in the waterways of that province.

LATEST FROM HOME.

The arrival of "GOLD BAND" Cigarettes has set an entirely new standard of Virginia Excellence. This brand will have the immediate and unanimous seal of approval stamped upon it by all discriminating smokers who have been looking for a Cigarette which is "just right."

Do not smoke another Cigarette until you have tried "GOLD BAND." It is really good.
An absolutely British product manufactured by the **WESTMINSTER TOBACCO Co., Ltd.**, London.—(Advt.) [353]

THE WAR.

MAIL LINER "MALOJA" MINED.

LARGE NUMBER UNACCOUNTED FOR.

RESCUING STEAMER MEETS DISASTER.

TITANIC VERDUN STRUGGLE.

INDESCRIBABLE SLAUGHTER.

SEVERAL STEAMERS SUNK.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BATTLE OF VERDUN.

FURY OF GERMAN ASSAULTS.

UNPARALLELED ENEMY LOSSES.

PARIS, February 27th.

An Eyewitness of the fighting at Verdun, describing the fury of the German assaults, states that he saw a whole Brigade advancing in massed columns on the 22nd. They were caught by the fire of the French batteries, and were practically annihilated instantaneously. Nevertheless, the Germans did not desist. They made eight successive attacks on Thursday near Haumont, each of which was repulsed with enormous losses. Two regiments were decimated by three batteries of seventy fives, which were suddenly unmasked. The survivors were panic-stricken and fled. High French officers estimate the German losses to have been greater than in any Western battle up to the present.

GERMANS' VAST PREPARATIONS.

MOTIVES OF THE EFFORT.

LONDON, February 27th.

French correspondents agree that never was a battle so minutely prepared, and an army so abundantly supplied with materials for victory as the Germans at Verdun. Even the tremendous cannonade of the Allies in the Champagne offensive was as the discharge of squibs compared with the artillery work at Verdun, which distorted the local geography, throwing up hillocks and digging craters. The Crown Prince's two Army Corps were reinforced by five fresh Corps from the Eastern front.

The first phase of the battle was aerial, in which the French scored, bringing down seven aeroplanes and a Zeppelin, which were securing communications.

Then there were intense bombardments, and the infantry assaults. The net result up to the present is that the French centre yielded to the tremendous pressure. The few straggled French line is based on a naturally strong position on hills a thousand feet high, supported by miles of solid field-works with the base at Douaumont Fort.

The Germans are at present ten miles distant from Verdun. Though the fury of the assault has slackened, it is premature to say that the offensive has ended after the vastness of the preparations. But the hardest fighting will be necessary before the Germans can hope to reach the main defences of Verdun. The terror of the next German attack had been so loudly proclaimed recently that the French anticipated some monstrous invention would be revealed, but the event has shown nothing newer than the Mackensen phalanx. The breaking of the Verdun barrier at the time of the Marne battle would have been followed by great consequences, but it is now only a bulge in a solid line from the sea to the Alps. If the Crown Prince is victorious, which is improbable, his victory will be far from decisive. It is believed that fear of an approaching grand offensive by the Allies on all fronts underlies the German desperate stroke, coupled with a desire to make a good show to the German public in view of the imminent fourth German year, which has recently been extravagantly advertised in the German press.

[THROUGH REUTER'S AGENCY.]

VIVID PICTURE OF BATTLE.

HOW ENEMY INFANTRY WERE WIPED OUT.

LONDON, February 27th.

A vivid picture of the fighting near Verdun is furnished by a Scottish member of the French Foreign Legion. He says:—

"The Legion was posted behind houses to await the onset. Tons of shells seemed to be raining at us. We could at first see nothing; then we gradually discerned little dark specks on the horizon, which quickly developed into masses of infantry. Our artillery had the most exact range, and wiped out the specks as sponge wipes out chalk figures on a blackboard. Only when the enemy was 500 yards distant was rifle and mitrailleuse fire ordered. A sheet of flame flickered along our line and gradually became a huge blaze of light, illuminating the white, seared faces of the advancing enemy. They recoiled from the first deadly volley, and disappeared in the darkness."

"We could hear the frantic incitements of the officers to induce the men to return. Time after time they succeeded, but each time the attack crumbled up. A lull followed."

"Then the artillery again opened fire, including a larger attack. This time the enemy got nearer our front. The ranks wavered and the enemy swept exultantly forward, but they were stopped dead at 100 yards by our fire. Before the enemy could recover we dashed forward with the bayonet and completed the rout."

"Meanwhile motors were bringing up reinforcements for the Germans. The attack was renewed irresistibly. We were forced back by inches. The slaughter was indescribable. In the fighting at close quarters we lost our share. A portion of the Legion left to cover the retreat escaped annihilation with difficulty, the Germans pressing the attack regardless of life to such an extent as to make the blood freeze."

FALSE GERMAN CLAIMS.

LESS THAN 5,000 FRENCH CAPTURED.

PARIS, February 27th.

A French official announcement emphasises the false claims of the German communiqués. The statement affirms that the total of the French captured by the Germans do not number 5,000, although the Germans claimed to have taken 10,000 on the 25th.

The German announcement of the capture of Champ Neuville is untrue. The Germans boasted of the capture of "the armoured Fort Douaumont," but this was dismantled in the first months of the war, and contained neither gun nor infantryman, and the French to-day are beyond it.

KAISER WATCHES THE BATTLE.

AMSTERDAM, February 27th.

A Berlin official announcement says that the Kaiser was present at the battle around Verdun.

GERMAN CLAIMS.

LONDON, February 27th.

A German wireless message states that the 24th Brandenburg Infantry have occupied Fort Dinanmont, five miles north-east of Verdun.

[THROUGH REUTER'S AGENCY.]

THREE VIOLENT ATTACKS BROKEN.

PARIS, February 27th.

To-day's communiqué says:—In the region north of Verdun our troops continued to strengthen their positions during the night. There has been no change on the attacking front eastward of the Meuse, where a heavy snowfall has occurred.

No fresh attempt has been reported, either on Talou Hill or Poivre Hill.

At dusk yesterday a strong German attack was launched in the region of a farm at Haudaumont, eastward of Poivre Hill and was broken up by our artillery and machine-gun fire and counter-attacks. Another German attempt not less violent at Bois Haudaumont met with no greater success.

The orderly retreat of our advance posts, was carried out without the least molestation by the enemy.

There has been no infantry action west of the Meuse.

The Germans, in the Vosges, after an artillery preparation, attempted a strong attack at nightfall along a front of two kilometres south-eastward of Celles, which completely failed.

The action of our batteries to-day against supply stores at Stoss Weiler, to the north of Munster, gave good results.

OFFENSIVE SLACKENS.

SLOPES COVERED WITH GERMAN DEAD.

PARIS, February 27th.

The evening communiqué says:—North of Verdun, after the violent actions of the preceding days, a certain slackening of the German efforts in the course of the day was reported, except between Douaumont Hill and the plateau north of the village of Vaux, where a strong attack on our positions was repulsed.

Our troops east and west of the Douaumont position, the whole slopes of which are covered with German dead, are closely encircling the enemy fractions which succeeded in gaining a footing there and are holding the ground only with difficulty.

The latest reports show that none of the enemy occupy Talou Hill, which the opposing artilleries have rendered untenable to both sides.

The German in the Woivre established contact with our outposts towards Blaince and Moranville, whence his attempts to debouch in the direction of Hill 255 failed.

There was an artillery duel at Hartmanns Weilerkopf.

We shelled and dispersed an enemy detachment in the Senones region and carried out a destructive fire on the enemy's works between Soissons and Rheims.

GERMAN GUARDS USE FLAME-SQUIRTERS.

LONDON, February 27th.

The German Guards in the battle near Verdun are using two kinds of flame-squirters, hurling flames respectively twelve and 55 yards.

MINOR ATTACK ON BRITISH.

LONDON, February 27th.

A British communiqué reports:—On Saturday night we repulsed a small attack north of the Ypres-Comines Canal.

To-day artillery was mutually active about Hulluch, Armentieres and Ypres.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

VIGOROUS SUBMARINE WAR BEGINS.

AMSTERDAM, February 27th.

It is semi-officially announced in Berlin that a vigorous submarine war will begin at the stated time, the 1st March. There will be no question of deviating from the measures.

FUGITIVE GERMAN STEAMER RETURNS.

LONDON, February 27th.

The German steamer which escaped from Funchal has returned.

She stated that she had broken her cables.

[THROUGH REUTER'S AGENCY.]

P. & O. "MALOJA" MINED.

SINKS OFF DOVER.

LONDON, February 27th.

Lloyds announce that the P. and O. Maloja has been mined. The passengers are now being picked up.

Another message states that the Maloja, which was carrying passengers and mails, has been sunk off Dover. It is believed that she was mined. Details are lacking.

The vessel's gross tonnage is 12,800.

LATER.

The Maloja's passenger list contains the names of fifty-seven persons, of whom seven are children. The passengers were going to Gibraltar, Marseilles, Malta, Egypt, Aden, Bombay and Karachi. They include Justice F. O'Dfield, and the Reverends G. Hudson, A. E. Nightingale and J. G. Potter.

The P. and O. Company announces that there were 119 passengers on the Maloja, and it is believed that most of them have been saved.

The vessel struck a mine midway between Dover and Folkestone. The after part of the ship was blown up. There was a high sea running. The Captain tried to beach his ship, but was unsuccessful, as the engine-room was flooded. The boats were swung out before the accident. Most of the passengers were wearing lifebelts. The behaviour of the passengers and crew was splendid.

It is stated at Dover that 150 passengers from the Maloja and from 40 to 50 Lascars have been landed. It is believed that all the officers were saved, with the exception of two engineers.

A Dover message, sent at 10.30 p.m., says that 44 bodies have been landed. The tide is ebbing, and it is not expected that more bodies will be recovered to-night.

A number of injured persons have been landed at Dover and placed on a hospital ship.

The explosion on the Maloja was terrific, and was felt about two miles from Dover. It shook the houses on the front.

RESCUING STEAMER ALSO MINED.

A three-masted steamer which went to the liner's assistance also struck a mine and sank in half an hour after the Maloja. Loss of life is feared, but boats of all descriptions were launched and warships raced to the spot.

The crew of the three-masted steamer, which it has now been ascertained was the Empress of Fort William, were saved and have been landed at Dover.

These have been landed at Dover the bodies of 13 females, two boys, 11 Lascars, and 18 other males.

The Arabia will take the Maloja's mails to Marseilles.

The Maloja is lying in 17 fathoms. Many of the crew and several passengers have arrived in London. They were clad in rugs and other makeshifts.

PASSENGERS' STORIES.

An infantry Lieutenant, en route to Gibraltar, interviewed, said that most of the passengers were on deck at 11 a.m., when a storm was blowing up. Suddenly there was a violent explosion aft, and the vessel heeled over. The boats on the port side were unable to be used, owing to the list. The Lieutenant's boat fell when the occupants were being lowered and all were thrown out. He swam for ten minutes, and was then taken on a raft and landed on a motor-boat. There was no panic. Passengers were very calm, and the conduct of the crew was "top-hole."

The Captain of the Maloja was the last to leave. He slipped into the water as the vessel disappeared and swam for nearly half an hour.

Interviews with Messrs. Anderson, Avery, Bostock, Horon, Sharpe, and Meredith, and Madame Wilkins are also published.

Mr. Avery was unconscious when he was rescued. He says a lady in his boat died of the cold aboard a rescuing trawler. The seas broke the rafts and soaked the occupants. The waves prevented some of the rescuing vessels from launching boats. It is probable that not a life would have been lost but for the iceiness of the water.

Mr. Meredith saw seamen rap overboard, with children in their arms. Others who were swimming kept women afloat.

[THROUGH REUTER'S AGENCY.]

The Maloja's printer, Coleman, says that after the explosion he rushed to his boat, and he, with a dozen others, jumped in. The apparatus became jammed. An officer helped to clear the boat, which, however, fell 30 feet into the sea. Three of the occupants were thrown into the water, but were rescued. They were taken off by a tug as the boat was sinking.

Mrs. Gregory, Leegrove says that she and another lady were knocked down by the explosion and bruised, but they crawled to the saloon, got their lifebelts, and entered a boat, but it was so crowded that they jumped into the sea, though unable to swim. They floated for 15 minutes before they were picked up.

The Daily Telegraph says all the engine-room staff were saved except a winchman.

REMINDED OF THE "BLUCHER" PICTURE.

The Captain of the Empress of Fort William, which was en route to Dunkirk with a cargo of coal, says that on nearing Dover he saw the liner down astern. He went full-speed to her assistance. The port side of the Maloja was out of the water. He could see eight of the ship's boats lying on the side, impossible to be used. He saw many persons on the outer side of the vessel, just like the pictures of the Blucher.

THE DEATH ROLL.

It is officially announced that 84 passengers have been saved out of 119, and altogether 280 were saved out of the full complement of 411. It is hoped, however, that more names of those saved will yet be received.

DUTCH CROSS-CHANNEL MAIL BOAT MINED.

FLUSHING, February 27th.

The Dutch cross-channel mail-boat Mecklenburg has been sunk through striking a mine. The crew, passengers, and mails were saved.

MORE BRITISH STEAMERS SUNK.

LONDON, February 27th.

The British steamers Denaby and Tummel have been sunk. Five survivors from the latter have been picked up, two died, and seven are missing.

The steamers sunk within the last 24 hours, in addition to the Denaby and Tummel, are the Swedish steamer Birgit and the British steamer Fastnet by a submarine in the Western Mediterranean. The crew, who were rescued by a French cruiser, saw the submarine sink the Swedish steamer Tornberg and tow her boats.

It is announced that three were saved and 58 drowned of the crew of the Dido.

PORTUGAL SEIZES GERMAN SHIPS.

LONDON, February 27th.

Portugal has seized eight German ships at Cape Verde.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

KUROPATKIN REGAINS FAVOUR.

NOW COMMANDER-IN-CHIEF OF NORTHERN FRONT.

PETROGRAD, February 27th.

General Kuropatkin has been appointed Commander-in-Chief of the Northern Front.

TURKS TAKE THEIR STAND.

LONDON, February 27th.

It is believed in Petrograd that the Turks have taken their stand in the mountains sixty miles west of Erzerum.

RUSSIANS STILL PURSUING TURKS.

PETROGRAD, February 27th.

A communiqué says:—We are still vigorously pursuing the Turks, amid violent snow-storms. The snow is some places reaches breast-high.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE EVACUATION OF DURAZZO.

ROME, February 27th.

The Italian and Albanian troops and 500,000 refugees, with all stores, evacuated Durazzo prior to the Austrian occupation. An Austrian communiqué says:—Our troops have occupied Durazzo.

[THROUGH REUTER'S AGENCY.]

ENEMY COLUMN ROUTED IN EGYPT.

FLEEING IN SCATTERED PARTIES.

CAIRO, February 28th.

It is officially announced that General Lukins' column, consisting of South Africans, Yeomanry, and Territorial artillery, on Saturday morning attacked an enemy column under Muri and Saefer at Agadiz, 15 miles south-east of Barrami. By 3.30 the enemy had been completely routed, and was fleeing in scattered parties, pursued by our cavalry.

CALLING UP MARRIED MEN.

LONDON, February 27th.

The War Office announces that the date for calling up the married men has not yet been considered.

AIR RAID CASUALTIES.

NEARLY 300 KILLED AND INJURED

LONDON, February 27th.

An official announcement giving the final list of casualties of the Zeppelin raid on England on the night of January 31st states that 184 men, women and children were killed and injured.

Altogether 393 bombs were dropped.

AIR SQUADRON FROM COMMONWEALTH.

LONDON, February 27th.

The War Office have accepted the Commonwealth's offer of an aerial squadron of 28 officers and 180 men.

SERIOUS CHARGE AGAINST A CHINESE.

OVER \$30,000 INVOLVED.

At the Magistracy yesterday a Chinese was charged with stealing a balance sum of money and various articles valued at \$32,649.

It is alleged that the money and articles were the property of a certain steam launch company, and that defendant stole from the safe belonging to the Company \$23,000 in bank notes, 44 sovereigns, a gold pendant, a gold ring, and a gold watch valued at \$187.

Mr. Lee D'Almada prosecuted and Mr. C. F. Mason defended.

Mr. D'Almada said that defendant was seen to take the money and articles from the safe by a houseboy, who asked him why he wanted to do that. Defendant was supposed to have told the boy to mind his own business and threatened that if he told anyone he would be killed. The boy kept quiet for a time and shadowed the defendant. He observed the defendant cross the harbour in the Star ferry and board a train going to Canton. Then he told the Police and subsequently defendant was arrested in Chinese territory. About \$11,000 was recovered and returned to the complainant. Defendant had since returned to Hongkong and sued the complainant, Ngai Kwai, for the recovery of \$11,000. Complainant then asked for a warrant for the arrest of the defendant. A remand for a week was ordered, bail being fixed in the sum of \$10,000.

INVENTIONS AND HISTORY.

EFFECT OF AVIATION ON ENGLAND'S POSITION.

Sir Charles Lucas read a paper at a meeting of the Historical Association at University College, on "The Teaching of Imperial History."

Sir Charles said the inhumanity of the Germans in the present war had horrified us all. Was it not connected with the fact that of all people at the present day the Germans were the nearest approach to human beings converted into machinery. The science of flying, still only in its infancy, was robbing England of its advantage of being an island. Could anyone contend that the influence of scientific invention on English history had ever been put into the right place? Like the Empire, it had been relegated to special chapters or sections. It had never been treated as a central, integral, omnipotent force in shaping the lives and fortunes of nations. Democracy was a direct result of scientific inventions. Printing, railways, telegraphs, bicycles, made democracy inevitable. It was not Acts of Parliament that worked the change.

Professor Egerton (Belt Professor of Colonial History) said that after the war the form of Imperial constitution was going to interest the average British elector much more than it ever had done in the past. They had to take care that they were not misled by the British habit of trying to

MILITARY SERVICE

FULL TEXT OF THE COMPULSION BILL.

CLAUSE 1: ENLISTMENT.

(1.)—Every male British subject who, on August 15th, 1915,

(a) was ordinarily resident in Great Britain; and

(b) had attained the age of eighteen years and had not attained the age of forty-one years; and

(c) was unmarried or was a widower without children dependent on him; shall, unless within the exceptions set out in the First Schedule to this Act, be deemed to be from the appointed date to have been duly enlisted in his Majesty's regular forces for general service for the period of the war, and to have been forthwith transferred to the reserve.

(2.)—The Army Act (with the exception of Section 96 thereof, which relates to the claim of masters to apprentices) and the Reserve Forces Act, 1892 to 1907, and any orders and regulations made thereunder, shall apply accordingly to any man who is so deemed to have been enlisted and transferred to the reserve; and if any question arises in any legal proceeding under any of these Acts, orders, or regulations whether any man is a man who is under this section deemed to have been enlisted and transferred to the reserve or not, the court may require the man to give evidence of the question, and if satisfactory evidence is not given to the contrary the man shall be deemed to have been so enlisted and transferred.

(3.)—Provision shall be made under Section 90 of the Reserve Forces Act, 1892, for information being obtained from men who are transferred to the reserve under this section as to preference for naval service, in case their services are needed for that purpose.

CLAUSE 2: EXEMPTIONS.

(1.)—An application may be made at any time before the appointed date to the Military Service Tribunal established under this Act by or in respect of any man or class or body of men for a certificate of exemption from the provisions of the Act—

(a) On the ground that it is expedient in the national interests that he or they should, instead of being employed in military service, be engaged in other work; or

(b) On the ground that the man by or in respect of whom the application is made has any person dependent on him, who, if the man was called up for army service, would be without suitable means of subsistence; or

(c) On grounds of ill-health or infirmity; or

(d) On the ground of a conscientious objection to the undertaking of combatant service.

and the Military Service Tribunal, if they think it just in the circumstances, may grant such a certificate.

(2.)—Certificates of exemption from the provisions of this Act may also be granted by any Government department, after consultation with the Army Council, to men, or classes or bodies of men, in the service or employment of that department, or to men or classes or bodies of men employed in any work which is certified by the department to be work of national importance, and which comes within the sphere of the department.

If any question arises whether any person or body of persons is to be treated as a Government department, or as a separate Government department, for the purpose of this provision, or whether any work comes within the sphere of one department or another, the question shall be referred to the Treasury, and the decision of the Treasury shall be final for the purposes of this section.

(3.)—Any certificate of exemption may be absolute, conditional, or temporary, at the authority by whom it was granted think fit to grant it, and, in the case of an application on conscientious grounds, may take the form of an exemption from combatant duties only.

(4.)—The Military Service Tribunal shall be constituted in accordance with the provisions of the Second Schedule to this Act, and any decision of the Military Service Tribunal shall be subject to appeal, as provided in that schedule.

CLAUSE 3: PENALTIES.

(1.)—A certificate of exemption may be reviewed by the authority by whom it was granted at any time on the application either of the holder of the certificate or of any person generally or specially authorized for the purpose by the Army Council, and may be withdrawn or varied if the authority are of opinion that, in the circumstances of the case, the certificate should be withdrawn or varied.

(2.)—It shall be the duty of any man holding such a certificate, if the circumstances which led to the granting of the certificate are changed, to give notice to the authority mentioned in the certificate that the circumstances are so changed; and if he fails to do so, he shall be liable on summary conviction to a fine not exceeding fifty pounds.

(3.)—Where a certificate of exemption ceases to be in force owing to the withdrawal of the certificate or the failure to comply with the conditions on which the certificate was granted or the expiration of the time for which the certificate was granted, the man to whom the certificate was granted shall, as from the date on which the certificate ceases to be in force, be deemed to have been enlisted and transferred to the reserve in the same manner as if no such certificate had been granted.

(4.)—If for the purpose of obtaining a certificate of exemption a person makes any false statement or false representation, he shall be liable on summary conviction to imprisonment for a term not exceeding six months with or without hard labour.

(5.)—Where application has been made by or in respect of any man for a certificate of exemption, he shall not be called up for service with the colours until the application has been finally disposed of.

CLAUSE 4: THE "APPOINTED DAY."

This Act may be cited as the Military Service Act, 1916, and shall come into operation on such day as His Majesty may

WAR DISEASES.

NEW TYPES AMONG MUNITIONEERS AND IN THE TRENCHES.

Dealing with "The Influence of War on Disease," in the current issue of the "Practitioner," Surgeon-General H. D. Rolleston states that as a result of the labours of those responsible for the sanitation of the Army has, with the exception of those in the Dardanelles, been remarkably good. The health of the regular Navy has indeed been much better than in peace time.

In the Grand Fleet (says the writer), the percentage of men on the sick list is under 1 per cent., often only 0.6 per cent., and the figures would be even lower but for the higher percentage incidence among the men of the Royal Naval Reserve and the Royal Naval Volunteer Reserve. On two battleships with a complement of over 1,000 each, which I happened to visit on two successive days, there were two men only in the sick bay.

CARRIERS.

War, by massing together in close quarters large numbers of men, and especially of young recruits, facilitates the spread of infection, and thus favours, which, in peace, are endemic or sporadic, become epidemic; this has been the universal experience, and was shown in the case of typhoid fever in the South African war, of typhus in Serbia, and of paratyphoid and, to a lesser extent, of cerebro-spinal fever among our own men during the present campaign.

In war, the existence of healthy carriers of disease becomes a factor of great importance, especially in stationary conditions such as the trenches. Now that the hygienic arrangements of armies in the field have been so perfected, the carrier problem probably plays a much more prominent part than in the past.

The effect of defeat and of captivity, even when not accompanied by privation, is to render soldiers more susceptible to disease. The great epidemic of typhus in Serbia appears to have begun among Austrian prisoners, though here the sanitary conditions played a prominent part.

AEROPLANE PAINTERS' ILLNESS.

War, by altering their circumstances, may cause disease among the non-combatants, even of an uninvaded country, in many ways—by deterioration in the quantity and quality of food, by mental strain and depression and by altered occupation.

The large numbers of men and women working in war factories are exposed to new and, in some instances, injurious influences. Thus, as the result of exposure to the fumes of tetrachloro-ethane, which is used for painting the wings of aeroplanes (and, incidentally, for dry cleaning and the destruction of vermin in army laundries), an outbreak of toxic jaundice or a new type among aeroplane workers has been described.

The so-called trench fever, and intermittent fever of as yet unknown origin, may apparently be confused with influenza, paratyphoid fever and dengue, but differs from them clinically and bacteriologically. Doubtless there are still several fevers of unknown origin, and it has been suggested that trench fever may be due to bites of body parasites; and thus might be compared to rat bite and sandfly (or phlebotomus) fever.

fix by proclamation, not being more than fourteen days after the passing thereof.

The appointed date for the purposes of this Act shall be the 21st day after the day on which this Act comes into operation.

FIRST SCHEDULE: EXEMPTIONS.

(1.)—Men who are resident in Great Britain for the purpose only of their education or for some other special purpose.

(2.)—Men who are members of his Majesty's Regular or Reserve Forces or who are members of the Territorial Force and liable for foreign service.

(3.)—Men who are serving in the Navy or the Royal Marines or who, though not serving in the Navy or Royal Marines, are recommended for exemption by the Admiralty.

(4.)—Men who at the date of the passing of this Act were in Holy Orders, or regular ministers of any religious denomination.

(5.)—Men who hold a certificate of exemption under this Act for the time being in force, or who have offered themselves for enlistment, and been rejected since August 14th, 1915.

CONSTITUTION OF TRIBUNALS.

(1.)—There shall be a Military Service Tribunal for each local registration district under the National Registration Act, 1915, in Great Britain, or for any division of any such district which may be adopted for the purpose by the registration authority of the district, consisting of such persons, not less than five and not exceeding 25 in number, as may be appointed for the purpose by that authority.

(2.)—There shall be Appeal Tribunals, acting within such areas as His Majesty may appoint, consisting of such persons as may be appointed for the purpose by His Majesty.

(3.)—Tribunals may act through committees appointed by them, consisting wholly or partly of members of the tribunal.

(4.)—There shall be a Central Tribunal for Great Britain consisting of such persons as may be appointed for the purpose by His Majesty.

(5.)—His Majesty may, by Order in Council, make regulations with respect to the procedure of the Military Service Tribunals, the Appeal Tribunal, and the Central Tribunal; and so far as provision is not made for procedure by these regulations, the procedure of the tribunal shall be such as may be determined by the tribunal.

APPEAL.

(1.)—Any person aggrieved by the decision of a Military Service Tribunal, and any person generally or specially authorized to appeal from the decision of that tribunal by the Army Council, may appeal against the decision of a Military Service Tribunal to the Appeal Tribunal of the area.

(2.)—Any person aggrieved by the decision of an Appeal Tribunal, and any person generally or specially authorized to appeal from the decision of that tribunal by the Army Council may, by leave of the Appeal Tribunal, appeal to the Central Tribunal.

THE "ALL-HIGHEST'S" NEW VASSAL.

We fancy that the reports of the banquet which Ferdinand of Coburg, the present ruler of Bulgaria, gave the Emperor Wilhelms last Tuesday will be read with mixed feelings in Germany, and particularly in Prussia. The performance was on the familiar lines of a gracious Imperial visit to the interior of the Courts of the German Empire. That is always highly flattering to Prussian self-esteem, and is accepted as a necessary incident by the subordinate Princes and their peoples. But on this occasion the stock piece was played with modifications which will not escape the German spectators and which must grate upon them. It cannot be agreeable to them, and it must have been most unpleasant to the Emperor to see this cadet of a minor German dynasty treating the head of the Hohenzollerns almost as an equal. He talked of "boys' victories," and tendered General "the future co-operation of this many people in the works of Kultur." They will appreciate the promise when they look back upon the past of these late subjects of the Turks, and bethink them of the character and the career of him who makes it. Not all the fulsome language by which the claim was accompanied can hide the fact that it is made. And the worst of it, in German and Prussian eyes, and we doubt not in the eyes of the Kaiser himself, is that he had to accept with simulated gratification the unbecoming trust upon him, and actually to thank Ferdinand effusively for the Grand Cross of a Bulgarian Order, and for the colony of a Bulgarian infantry regiment. It was, he said, an honour "than which he could expect no better."

We need not dissent; but it is hardly the sort of laurel he set out to reap when he plunged the world into war. He is an admirable actor, and he not only submitted to the dignity with a smiling face, but he acquitted himself of the yet more trying task of returning it. He gravely hailed Ferdinand as an "illustrious War Lord," and "begged him to accept the rank of a Prussian 'Field-Marshal.'" His Army, he added, rejoiced with him that the Coburg "had become one of us." If they do, rejoice their ignorance of Ferdinand's past and of the reputation he enjoys in his own Army must be profound. How did his former Commander-in-Chief describe him? One of our Correspondents wrote the first Balkan War? "What can you do?" General Savafov asked. "With a man who always lives in bodily fear, who does not look at a wounded soldier, who trembles at the sound of the guns, and hides himself in a railway carriage, always keeping as far as possible from the front!" That is the soldierly remark of the new Field-Marshal whom the Emperor has raised to the highest position in Prussian service. We commiserate both in this addition to their ranks. They will not be consoled for the discredit to their uniform by the reflection that their new recruit is an accomplished ornithologist.

Perhaps it was to show their common Kultur that the two orators invoked historical reminiscences, and that Ferdinand thought proper to break out into Latin. The formula was not inappropriate. It seems to have been borrowed from that in which the Roman gladiators hailed a Nero or Domitian before they butchered each other for his Imperial gratification. *Ave Caesar Imperator, tu ran-like Ferdinandus—morsu te salutant.* Then they cut each other's throats. But Ferdinand has no intention of dying at the Kaiser's command, however many of his subjects he may be ready to send to their death. So the words had to be modified. It was Nish, the ancient Nissa, and "all the peoples of the East" who were made to pay the servile tribute of homage to the Emperor, and to greet him as a liberator bringing prosperity and safety to the oppressed. "All" the peoples of the East? Some of them, the Serbians and the Montenegrins, for example, to say nothing as yet of the Bulgarians themselves—have had ample experience of the blessings the Emperor's Armies bring in their train. If it has not convinced them, they can look at the condition of Belgium and of the natives in the German colonies. The day of the banquet, it seems, was a triple anniversary on which the Emperor has been wont to dwell with fondness. It is the day on which in bygone times the German Kaiser graciously consented to permit the Rector of Brandenburg to assume the Royal Crown; the day on which the new-made King instituted his Order of the Black Eagle; and the day on which the modern Empire of Germany was founded forty-four years ago. The way which poor Frederick I. achieved the Crown is well known. After seven years of vain efforts to obtain the assent of Kaiser Leopold, he applied to Father Wolf, a Jesuit, who had much influence at the Imperial Court. Father Wolf supported the application, and the thing was done. Prince Eugene, it is worth remarking, thought that those who sanctioned it should have hanged for their folly. He was a person of insight, that little Savoyard. It is a pity that the Emperor William has not stated his reflections on this important episode in the annals of his House. They might be entertaining. He chose rather to turn to the present, and to the future. He invoked the Almighty a couple of times—which Ferdinand had omitted to do—and expressed very particular gratitude to Heaven for granting him the privilege of shaking hands with the Coburg. He did not care to indulge in reminiscences about Nish, though the real Attila was there in his day. Perhaps he did not think it judicious to evoke memories of Constantine the Great in his reputed birthplace. That Sovereign's relations with his son and heir were painful. Julian the Apostate was another visitor, but his name is unpleasantly associated with broken pledges. It was ignored. On the other hand, the Emperor caught the Kultur cue with alacrity. The Allies, he declared, have endangered the development of Turkey, ever, with her well-known regard for all the principles of the higher civilization, has rallied to its defence, as well as her late Bulgarian slaves. With which assistance and that of Vienna, which has so long been the home of true enlightenment in Europe, His Majesty is confident that the "common labour for the high task" must be crowned with success. They have not indeed, yet won. "They have had a hard fight, which,"

IMPRESSIONS OF GERMANY.

[BY A NEUTRAL.]

The scarcity of men is so noticeable in Germany that the impression is left that the male contingent of the whole empire is already exhausted. The railway stations are gloomy all the way from the frontier to the German capital. Here and there one can see only small groups of soldiers with their war equipment. But they are either old men who can hardly bear their equipment or very young boys of doubtful fitness for military service. There are no porters to be seen at the stations, and the traveller is obliged to attend to his own luggage. All trains are militarized, and very often passengers are requested to leave the carriages and wait for the next train.

Owing to this lack of men trains run with long delays. Rolling stock and other material is very poor. Also the absence of motor-cars, taxis and motor buses has its origin in the lack of men, as well as the scarcity of petrol and benzine. Restaurants and refreshment rooms at the stations are now closed, and very few trains carry sleeping cars and dining-cars. The spirit of the people is really broken. One can see few soldiers in the streets, and their faces denote a great lack of confidence in their strength. No one talks about victory at the present juncture, but "everybody is dreamy and yearning for peace."

YEARNING FOR PEACE.

On reaching Berlin the visitor gets the impression that it is a desolate city; there is a note of gloom and degradation that was the case in Paris before the war. The appearance of the German capital is still gay, but one is struck by the fact that the public opinion is very much depressed. The spirit of the people is really broken. One can see few soldiers in the streets, and their faces denote a great lack of confidence in their strength. No one talks about victory at the present juncture, but "everybody is dreamy and yearning for peace."

It is easy to see that Germany is hastening to ruin. She is not yet at the end of her tether, of course, but one can perceive unmistakable signs of exhaustion. The violent desire for peace shown by everyone is a significant symptom. One sees clear traces of attrition and weariness all over Germany. Had it not been for her organization, which is really marvellous, and for her stern discipline, revolution would have already broken out all over the Empire to stop the war. But the measures taken by the military powers are so energetic that no one dares to move, lest he is shot or imprisoned for life.

Still, the German capital is not at all gloomy in its external appearance; circulars are issued from time to time recommending the people not to show sad faces when they are in public places or in the streets, and everybody tries to look his best. Were it not for the absence of men, one would say that the war had not affected the German capital. Cafés and concerts remain open till 11 o'clock in the morning, and one can have any drink except liquor from 7 o'clock a.m. onwards.

EXPENSIVE LIVING.

Living in Germany is fearfully expensive, and a small room in a modest boarding-house cannot be rented for less than five or six shillings per day. Breakfast and fire cost two shillings extra. What Germans called breakfast now consists only of a cup of bad coffee and a slice of brown bread made with potatoes and straw flour with a thin coat of butter made with butter fat. Good hotels are charging now from 18 to 18 shillings per day for the room only. No lunch can be had for less than five shillings, and no dinner under seven shillings, however modest they may be, and either in second or third class restaurants.

The best scientific talents in Germany are engaged in discovering substitutes for everything that is lacking, and up to the present they have succeeded in many things. Except petrol and benzine, Wine is comparatively cheap. Bread is made of potatoes and straw or saw-dust flour, and one cannot obtain a piece of bread without hanging in the corresponding ticket. Everything tends to show that meat, milk, butter, cream and lard are becoming exhausted, as tickets for these commodities, too, have already made their appearance in Germany. Prices are rising steadily, and in a disquieting manner, and the people's anger rises in proportion with the rise in prices. Some riots have already occurred in different parts of Germany, but they have been suppressed with a firm hand, and no rioters have been threatened with death penalties.

Recruiting all over Germany is going on very actively, and the 1916 class has already been called up for training. Men are admitted from 14 to 65, and even unfit men are compelled to join the army on to work in the munition factories.

The losses have been enormous. Germany alone has lost more than 1,000,000 soldiers per month, and replace casualties at the different fronts. The casualties at the Italian alone at the two principal fronts total about 150,000.

Still, Germany say they have at present three million men in training who will be ready next spring, though they consider that from this contingent only two millions will be quite ready for fighting.

Those facts go far to break the morale and spirit of the people and to depress the public feeling to a great extent. The people hear their losses and see the proportion of the constitution and vice prevalent all over Germany, and the disquieting proportions which the rise in prices is assuming, create a situation which cannot be tolerated for more than a few months longer.—Daily Chronicle.

he predicted, "will soon spread further." We question whether the prospect will be so agreeable to the Bulgarian peasants as it is to the Kaiser. They fail to see why they should be used, like the Turks, to save Germany blood. But when the Emperor proclaimed that he and his new Field-Marshal were filled with the same feelings, what faithful subject can question the result?

We have but one criticism to make on His Majesty's reply to his new vassal. We regret that he did not answer Latin by Latin. We hope that he will get up a few sentences for his next appearance. He has done it before. *Vultus imperatoris suprema lex esto* would be appropriate, and it might impress the Bulgarians and the Turks as an exhibition of Kultur.—Times.

SHIPPING IN PORT

AUSTRALIAN TRANSPORT, British str., 3,019, F. R. Clarke, 17th February—New York 7th October, Railway Material, Bank Lins.

CHILPAN, Norwegian str., 1,102, Nils Hjørth, 23rd February—Saigon 19th February, Rice—Thorsen & Co.

CHUYEN, Chinese str., 1,177, W. S. Ross, 27th February—Shanghai 27th February, General—Chinese.

CHOYBANG, British str., 1,424, G. S. Horn, 27th February—Sawtoe 26th February, General—Jardine, Matheson & Co.

CHAOCHOW, British str., J. De Wolf, 26th February—Bangkok 19th February, Rice—Butterfield & Swire.

DRUPAR, Norwegian str., 1,102, J. Bing, 24th February—Bangkok 16th February, Rice—Order.

FOREMOST CASTLE, British str., 3,343, J. A. Croxson, 25th February—Karatse 19th February, General—Dodwell & Co.

ESANO, British str., 1,127, W. Palmer Baker, 22nd February—Shanghai 21st February—Jardine, Matheson & Co.

HAIRONG, British str., 1,360, J. W. Evans, 27th February—Coast Ports 24th February, General—Douglas Laprak & Co.

HONGKONG, French str., 742, A. Maquerie, 27th February—Haiphong 26th February, A. R. Marty & Co.

HUPER, British str., 1,203, A. J. Scott, February 19th—Bangkok, February 7th, Rice and Teakwood—Butterfield & Swire.

KANCHOW, British str., 1,232, Ross Lewis, 23rd February—Bangkok 19th February, Rice—Butterfield & Swire.

KASHING, British str., 1,143, G. Byers, 25th February—Saigon 20th February, Rice and General—Butterfield & Swire.

KIRIN MARU, Japanese str., 2,735, T. Sasaki, 22nd February—Kobe 13th February, General—Nippon Yusen Kaisha.

MANAPOURI, British str., 1,233, Jones, 16th February—Saigon 11th February, Rice and Meat—Order.

NINRO, British str., 1,223, J. A. M. Bullock, February 20th—Saigon, February 15th, Rice—Butterfield & Swire.

NIPPON MARU, Japanese str., 3,000, H. S. Smith, 22nd February—San Francisco 22nd January, General—Toyo Kisen Kaisha.

MIYAZAKI MARU, Japanese str., 7,791, J. Teranaka, 24th February—Singapore 18th February, Lead and General—Nippon Yusen Kaisha.

PAKHOL, British str., 1,237, A. Tucker, 22nd February—Chefoo 16th February, General—Butterfield & Swire.

PHUENH, British str., 1,095, W. C. Bird, 22nd February—Saigon 18th February, Rice and General—Order.

SHENLING, British str., 1,034, McIntosh, 13th February—Shanghai 10th February, General—Butterfield & Swire.

SHINON, British str., 1,140, Sangster, 25th February—Saigon 19th February, Rice—Order.

ST. ADAMS, British str., 3,594, E. T. Kitcher, Manila 20th February, General—Gibb, Livingstone & Co.

SECHOEN, British str., R. J. Cain, 25th February—Wuhu 25th February, Rice—Butterfield & Swire.

TAMON MARU, Japanese str., 1,842, Y. Hakatsuyama, 21st February—Bangkok 12th February, Rice—Order.

TOSOGONO, British str., 1,340, F. J. Pynn, 26th February—Saigon 21st February, Rice and Meat—Order.

VULCANUS, Dutch str., 700, J. van Kreglin, 22nd February—Amoy 20th February, Asiatic Petroleum Co.

WAKAMATSU MARU, Japanese str., 2,878, 1 Yamazaki, 22nd February—Wakamatsu 16th February, Coal—Mitsui Bussan Kaisha.

WEATHER REPORT.

On the 26th at 10.45 a.m.—The anti-cyclone is now central over Mid-Japan. The Indo-China depression is central between Fainan and the Larnael.

Pressure has decreased considerably along the coast from Shanghai to Hongkong and over Formosa. It is nearly stationary over the Philippines and is increasing over Indo-China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Station	Forecast
Hongkong & Neighbourhood	East winds, moderate to fresh; overcast, foggy and rainy.
Wharves Channel	The same as No. 1.
South Coast of China between Hongkong and Larnael	No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

27th FEBRUARY A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vladivostok	5 a.	30.21	—	—	WSW	—	—
Nemuro	5 a.	30.21	—	—	WSW	—	—
Hakodate	5 a.	30.21	—	—	WSW	—	—
Tokio	5 a.	30.21	—	—	WSW	—	—
Kobe	5 a.	30.21	—	—	WSW	—	—
Nagasaki	5 a.	30.21	—	—	WSW	—	—
Kagoshima	5 a.	30.21	—	—	WSW	—	—
Oshima	5 a.	30.21	—	—	WSW	—	—
Naha	5 a.	30.21	—	—	WSW	—	—
Yokohama	5 a.	30.21	—	—	WSW	—	—
Manila	5 a.	30.21	—	—	WSW	—	—
Cebu	5 a.	30.21	—	—	WSW	—	—
Shanghai	5 a.	30.21	—	—	WSW	—	—
Amoy	5 a.	30.21	—	—	WSW	—	—
Swatow	5 a.	30.21	—	—	WSW	—	—
Taihou	5 a.	30.21	—	—	WSW	—	—
Tsien	5 a.	30.21	—	—	WSW	—	—
Kobe	5 a.	30.21	—	—	WSW	—	—
Yokohama	5 a.	30.21	—	—	WSW	—	—
Manila	5 a.	30.21	—	—	WSW	—	—
Cebu	5 a.	30.21	—	—	WSW	—	—
Shanghai	5 a.	30.21	—	—	WSW	—	—
Amoy	5 a.	30.21	—	—	WSW	—	—
Swatow	5 a.	30.21	—	—	WSW	—	—
Taihou	5 a.	30.21	—	—	WSW	—	—
Tsien	5 a.	30.21	—	—	WSW	—	—
Kobe	5 a.	30.21	—	—	WSW	—	—
Yokohama	5 a.	30.21	—	—	WSW	—	—
Manila	5 a.	30.21	—	—	WSW	—	—
Cebu	5 a.	30.21	—	—	WSW	—	—
Shanghai	5 a.	30.21	—	—	WSW	—	—
Amoy	5 a.	30.21	—	—	WSW	—	—
Swatow	5 a.	30.21	—	—	WSW	—	—
Taihou	5 a.	30.21	—	—	WSW	—	—
Tsien	5 a.	30.21	—	—	WSW	—	—
Kobe	5 a.	30.21	—	—	WSW	—	—
Yokohama	5 a.	30.21	—	—	WSW	—	—
Manila	5 a.	30.21	—	—	WSW	—	—
Cebu	5 a.	30.21	—	—	WSW	—	—
Shanghai	5 a.	30.21	—	—	WSW	—	—

SHIPPING.

ARRIVALS.

CHUYEN, British str., from Canton, 28th February.

CEYLON MARU, Japanese str., 3,077, K. Fujino, 25th February—Singapore.

Yusen Kaisha, General—Nippon Yusen Kaisha.

CANADA MARU, Japanese str., 3,547, T. Suruga, 25th February—Shanghai.

25th February, General—Osaka Shosen Kaisha.

HAIKANG, British str., 1,303, E. A. Hodgins, 25th February—Saigon.

25th February, Rice—Order.

KANBU, British str., 1,143, Freer, 24th February—Saigon.

25th February, Rice—Butterfield & Swire.

KNIGHT COMPANION, British str., for Singapore.

NIGHTINGALE, Japanese str., 1,995, Hebe, 25th February—Mojito 22nd February.

Coal—Mitsui Bussan Kaisha.

NOVARA, British str., 4,250, Hetherington R.N.R., 25th February—Bombay.

12th February, General—P. & O. S.N. Co.

OTARI MARU, Japanese str., 2,931, T. Yoshoka, 27th February—Mojito 25th February.

Coal—Mitsui Bussan Kaisha.

PENANG MARU, Japanese str., 3,435, Kishiki, 25th February—Singapore.

22nd February, General—Nippon Yusen Kaisha.

SHANTUNG, British str., 1,228, J. Meadrel, 27th February—Shanghai 24th February.

General—Butterfield & Swire.

RANGSONG MARU, Japanese str., 3,843, T. Hori, 27th February—Kobe 21st February.

General—Nippon Yusen Kaisha.

SUHHADI, Dutch str., 1,237, J. Libers, 25th February—Bali Papan 15th February.

General—A. S. de. Petroleum Co.

SHANGHAI, British str., 1,307, Hobbs, 25th February—Manila 23rd February.

General—Butterfield & Swire.

TAROSAN MARU, Japanese str., 1,943, Gillespie, 25th February—Mojito 22nd February.

Coal—Mitsui Bussan Kaisha.

TAMU MARU, Japanese str., 3,102, Horuchi, 25th February—Dairen 20th February.

General—Mitsui Bussan Kaisha.

YASUNG, British str., 1,241, —, 25th February—Mojito 23rd February.

Jardine, Matheson & Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

February 25th.

KUMSANG, British str., for Hongkong.

NIPON MARU, Jap. str., for Manila.

DEPARTURES.

February 25th.

CHUYEN, British str., for Canton.

SHANTUNG, British str., for Canton.

SINGAPOREAN, British str., for Singapore.

TAMU MARU, Jap. str., for Manila.

VAN SPIELBERGEN, Brit. str., for Singapore.

LATEST STEAMER MOVEMENT.

The *Monteagle* left Yokohama on Friday, the 25th inst., and is due to arrive at Vancouver on Friday, the 10th March.

VESSELS ON THE BEATS.

HONGKONG—NEW YORK.

FOR NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

S.S. "EGREMONT CASTLE," about Beginning of March.

For Freight and further information, apply to—

DODWELL & Co., Ltd.

Agents.

Hongkong, 8th February, 1916.

HONGKONG—NEW YORK.

FOR NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

(With Liberty to Call at the Malacca Coast.)

S.S. "INDRASAMBA," about Middle of Mar.

For Freight and further particulars, apply to—

SHEWAN, TOMES & Co.,

General Agents,

Hongkong, 9th February, 1916.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BRAZIL, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE STEAMSHIP

"NANKIN," Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, the 9th March, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. "Mongolia," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to London, etc., will be conveyed via Bombay per S.S. "MALAYA," due in London about the 24th April, 1916.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to—

E. V. D. PARR,

Acting Superintendent.

Hongkong, 25th February, 1916.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the New Moon Wharf "N.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, & LONDON & BOMBAY VIA USUAL PORTS OF CALL.	ITO MARU	Jap. str.	—	Okamoto	NIPPON YUSEN KAISHA	On 9th Mar., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NANKIN	Brit. str.	—	G. Manley	P. & O. S.N. Co.	On 9th Mar., at 3 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	—	H.R. Hetherington R.N.R.	P. & O. S.N. Co.	On 15th Apr.
MADEIRA, LONDON & VIA SINGAPORE, & C.	KHONG	Brit. str.	—	Charbonnel	THE BANK LINE, LIMITED	On 15th Apr.
MARSHALLS, LONDON & VIA SINGAPORE, & C.	ATLANTIC	Brit. str.	—	Charbonnel	THE BANK LINE, LIMITED	On 15th Apr.
VICTORIA & TACOMA VIA SHANGHAI, & C.	MADAWASKA	Brit. str.	—	T. Suruga	OSAKA SHOSHUN KAISHA	On 15th Apr.
VICTORIA, B.C., & SHANGHAI VIA K. LUNG & C.	CANADA MARU	Jap. str.	—	Nagase	NIPPON YUSEN KAISHA	On 15th Apr.
NEW YORK VIA SUEZ CANAL	ANTO MARU	Jap. str.	—	J. P. Jans	OSAKA SHOSHUN KAISHA	On 15th Apr.
NEW YORK VIA SUEZ CANAL	INDRASAMBA	Brit. str.	—	A. G. Stevens	OSAKA SHOSHUN KAISHA	On 15th Apr.
NEW YORK VIA SUEZ CANAL	EGREMONT CASTLE	Brit. str.	—	Flimer	OSAKA SHOSHUN KAISHA	On 15th Apr.
SAN FRANCISCO VIA MANILA & JAPAN, & C.	NIPPON MARU	Jap. str.	—	A. J. Halley	OSAKA SHOSHUN KAISHA	On 15th Apr.
SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.	KANINOWE	Dut. str.	—	D. Dixon	OSAKA SHOSHUN KAISHA	On 15th Apr.
SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.	SHINTO MARU	Jap. str.	—	F. O. Gambrell	OSAKA SHOSHUN KAISHA	On 15th Apr.
VANCOUVER VIA SHANGHAI, JAPAN, & C.	EMPEROR OF RUSSIA	Brit. str.	—	T. A. Mitchell	OSAKA SHOSHUN KAISHA	On 15th Apr.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Soyeda	OSAKA SHOSHUN KAISHA	On 15th Apr.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	E. T. Elshar	OSAKA SHOSHUN KAISHA	On 15th Apr.
AUSTRALIAN PORTS VIA MANILA	ORANGIZ	Brit. str.	—	F. O. Gambrell	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	NIPPO MARU	Jap. str.	—	Takeda	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	TAIJIWONG	Dut. str.	—	E. Forth	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	KUNIOHONG	Brit. str.	—	H.R. Hetherington R.N.R.	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	NOVARA	Brit. str.	—	Kushibiki	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	PEWANG MARU	Jap. str.	—	S. Fujino	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	CHYUON MARU	Jap. str.	—	E. S. Jones	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	YINGHOW	Brit. str.	—	T. A. Mitchell	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	—	J. Meathrel	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	SHANTUNG	Brit. str.	—	S. Howland	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	CHONGHONG	Brit. str.	—	Robertson	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	BOHANG	Dut. str.	—	C. C. Talbot R.N.R.	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	POLYNESIAN	Brit. str.	—	Murakami	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	MAIWA	Jap. str.	—	A. Koyasaki	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	FUBIMI MARU	Jap. str.	—	J. W. Evans	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	KANU MARU	Jap. str.	—	S. S. de Wolf	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	SOHJ MARU	Jap. str.	—	W. S. Thomson	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	HAIKONG	Brit. str.	—	W. C. Patterson	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	CHAOHONGFU	Brit. str.	—	E. H. Laver	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	HAIRAN	Brit. str.	—	W. M. Massey	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	HAICHING	Brit. str.	—	W. G. G. Leask	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	LANGHONG	Brit. str.	—	Kuanoo	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	YUENHANG	Brit. str.	—	T. Miyata	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	LOONGHANG	Brit. str.	—	R. S. Anders	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	LANGOON MARU	Jap. str.	—	B. Tada	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	LUYON MARU	Jap. str.	—	D. W. Ritchie	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	YATSHING	Jap. str.	—	J. Robinson	OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—		OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	LOKANG	Jap. str.	—		OSAKA SHOSHUN KAISHA	On 15th Apr.
YAGASAKI, KOBE & YOKOHAMA	SUNGKIANG	Brit. str.	—		OSAKA SHOSHUN KAISHA	On 15th Apr.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
SHANGHAI, MOJI & KOBE	"FOOKSANG"	Wedday	1st Mar., D'light.			
SINGAPORE, PENANG & CALOUTTA	"YATSHING"	Thursday	2nd Mar., 3 P.M.			
SHANGHAI	"CHOYSHANG"	Friday	3rd Mar., D'light.			
HOHOW & HAIPHONG	"LOKSANG"	Saturday	4th Mar., 5 A.M.			
MANILA	"YUENHANG"	Saturday	4th Mar., 5 P.M.			
SHANGHAI	"HOPOANG"	Sunday	5th Mar., D'light.			
MANILA	"LOONGHANG"	Sunday	11th Mar., 3 P.M.			

RETURN TOURS TO JAPAN.

The steamers "KUMSANG," "NANKIN," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Lahad) and Mojito Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Mojito and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtze Ports, Chiao Tien, Tientsin, Dairen, Weihai.

‡Taking cargo on Through Bills of Lading to Koda, Lahad Dair, Singapore, Taiwan, Usukan, Jeddah and Aden.

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Hongkong, 25th February, 1916. GENERAL MANAGERS.

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AGENTS

Hongkong, 16th April, 1915.



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"EMPRESS OF JAPAN" ... 5 APR. "EMPRESS OF JAPAN" ... 31 MAY.

"EMPRESS OF ASIA" ... 19 APR. "EMPRESS OF ASIA" ... 14 JUNE.

"MONTEAGLE" ... 25 APR. "MONTEAGLE" ... 28 JUNE.

* Call at MOJI (Inland Sea) of NAGASAKI.

For further information, Sailings, Guide Books, etc., please apply to

J. H. WALLACE,

GENERAL AGENT.

(110)

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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Subject to change without notice.

For rates of freight and further information apply to

ON TO KUNGS & Co., CANTON.

THE BANK LINE, LTD.

Hongkong, 12th January, 1916.

PASSENGERS.

ARRIVED.

Per *Ceylon Maru*, from Singapore, for Hongkong, Mr. and Mrs. C. M. Buck. Per *Novara*, for Hongkong, from Bombay, Bishop, Mrs. and Miss Robinson, Mr. J. A. Horne, Miss E. N. Bichl, Miss F. F. Fisher, Mrs. J. Morwood, 3 children and 2 infants, Miss Marlin; from Colombo, Mr. A. D. Browne, Miss M. H. Browne; from London, Capt. J. W. Hutchison, Miss F. A. Britton, Mr. S. E. Firth, Mr. W. Johnson, Staff Sergeant, and Mrs. Rolfe and 2 children; Mr. and Mrs. Sutcliffe and child, Mr. A. S. Hooper; from Singapore, Mr. J. McDougall, Mr. and Mrs. Davis and child, Mrs. Hervey, Dr. Balfour, Mrs. Bennett and child.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NOVARA," Arrived Hongkong on 25th Feb. 1916, From BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, ex S.S. "Malwa."

From Persia Gulf, ex S.S. "B. I. S. N."

and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including

date of arrival will be subject to rent.

No Fire Insurance will be effected by me

P. & O. S. N. CO. P. & O. S. N. CO.

FROM	STEAMER	TO	REMARKS
SHANGHAI, MOJI, KOBE, NOVARA	10 A.M.	Freight and Passage	
LONDON and BOMBAY via YANKIN	3 P.M.	See Special Advertisement	
USUAL PORTS OF CALL	Capt. G. Manley	9th Mar.	
SHANGHAI, MOJI, KOBE, MALTA	About	Freight and Passage	
and YOKOHAMA	Capt. C.C. Talbot, R.N.R.	14th Mar.	
LONDON and BOMBAY via NOVARA	About	Freight and Passage	
USUAL PORTS OF CALL	Capt. H.R. Eschington, R.N.R.	24th Mar.	

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to —

E. V. D. PARR.

Acting Superintendent.

Hongkong, 29th February, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO	SAIL
SHANGHAI	"YINGCHOW"	On 29th Feb.	4 P.M.
MANILA, CEBU and ILOILO	"KANCHOW"	On 29th Feb.	4 P.M.
SWATOW and BANGKOK	"CHACHOW"	On 1st Mar.	10 A.M.
TIENSIN	"KUNGHOW"	On 2nd Mar.	10 A.M.
SHANGHAI	"SHANGHAI"	On 2nd Mar.	4 P.M.
HAIPHONG	"SUNGKIANG"	On 4th Mar.	10 A.M.

DIRECT SAILINGS TOWARD RIVER TWICE WEEKLY

SS. "LINTAN" and SS. "GANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SS. "SHANGHAI" LINE—PASSENGERS, MAILS and CARGO. SS. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANGHAI" and "SUNGKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th February, 1916.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMER	CAPTAIN	LEAVING
"HAIHONG"	Capt. J. W. Evans	TUESDAY, 29th Feb., at 2 P.M.
"HAIKUN"	Capt. J. S. Thomson	FRIDAY, 3rd Mar., at 1 P.M.
"HAIHING"	Capt. W. C. Pamore	TUESDAY, 7th Mar., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 28th February, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, 21st February, 1916.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	20th Feb.	On 15th Mar., 11 A.M.
EMPIRE	16th Mar.	On 8th Apr., 11 A.M.
EASTERN	6th April	On 29th Apr., 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO., AGENTS.

MARSEILLES AND LONDON

PROPOSED SAILINGS OF MAIL STEAMERS
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leave	Leave	Leave	Leave	Leave
YOKOHAMA	COLOMBO	SHANGHAI	HONGKONG	MARSEILLES	LONDON
1916	1916	1916	1916	1916	1916
Mar. 13	NANKIN	Mar. 13	Mar. 13	Mar. 13	Mar. 13
Mar. 26	NOVABA	Mar. 26	Mar. 26	Mar. 26	Mar. 26
Apr. 9	MALTA	Apr. 9	Apr. 9	Apr. 9	Apr. 9
Apr. 17	NAGOYA	Apr. 17	Apr. 17	Apr. 17	Apr. 17
Apr. 30	NAMUR	Apr. 30	Apr. 30	Apr. 30	Apr. 30
May 13	NANKIN	May 13	May 13	May 13	May 13
May 26	NOVABA	May 26	May 26	May 26	May 26
June 9	MALTA	June 9	June 9	June 9	June 9
June 22	NAGOYA	June 22	June 22	June 22	June 22
July 5	NANKIN	July 5	July 5	July 5	July 5
July 18	NOVABA	July 18	July 18	July 18	July 18
Aug. 1	MALTA	Aug. 1	Aug. 1	Aug. 1	Aug. 1
Aug. 14	NAGOYA	Aug. 14	Aug. 14	Aug. 14	Aug. 14
Aug. 27	NANKIN	Aug. 27	Aug. 27	Aug. 27	Aug. 27

Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved for Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:	LONDON
1st Saloon "A" Accommodation Single	£74.
2nd Saloon "A" Accommodation Single	£48.
1st Saloon "B" Accommodation Single	£70.
2nd Saloon "B" Accommodation Single	£45.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Leave
YOKOHAMA	SHANGHAI	HONGKONG	ST. PAUL	MARSEILLES	LONDON
1916	1916	1916	1916	1916	1916
Mar. 13	Mar. 13	Mar. 13	Mar. 13	Mar. 13	Mar. 13
June 19	June 19	June 19	June 19	June 19	June 19
July 3	July 3	July 3	July 3	July 3	July 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON

1st Saloon £88 Single £87 Return, 2nd Saloon £42 Single; £43 Return

FARES TO MARSEILLES

1st Saloon £84 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

(owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice)

For Further Particulars apply to

E. V. D. PARR, Acting Superintendent.

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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

CONTINATION	STEAMERS	TOWNS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN, and TENERIFE	STEAMERS	TOWNS	SAILING DATES
1st Saloon	15,000	15,000	15,000
2nd Saloon	15,000	15,000	15,000
3rd Saloon	15,000	15,000	15,000
4th Saloon	15,000	15,000	15,000
5th Saloon	15,000	15,000	15,000
6th Saloon	15,000	15,000	15,000
7th Saloon	15,000	15,000	15,000
8th Saloon	15,000	15,000	15,000
9th Saloon	15,000	15,000	15,000
10th Saloon	15,000	15,000	15,000

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600	To Marseilles 1st Single Yen 350
2nd Single Yen 400	2nd Single Yen 250
3rd Single Yen 300	3rd Single Yen 150
4th Single Yen 200	4th Single Yen 100
5th Single Yen 150	5th Single Yen 75
6th Single Yen 100	6th Single Yen 50
7th Single Yen 75	7th Single Yen 35
8th Single Yen 50	8th Single Yen 25
9th Single Yen 35	9th Single Yen 15
10th Single Yen 25	10th Single Yen 10

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUSUMOTO, Manager.

Sailings Nos. 252 and 1941.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Leave Hongkong	Leave Japan	Leave Honolulu
NIPPON MARU	11,000 — 5 knots	THU, 2nd Mar., 1:30 P.M.	
ANYO MARU	18,500 — 15 knots	SATURDAY, 11th Mar.	
SHINYO MARU	22,000 — 21 knots	TUES., 14th Mar.	
CHIYO MARU	22,000 — 21 knots	SAT., 8th April	
PERSIA MARU	9,000 — 17 knots	FRIDAY, 1st April	
TENYO MARU	22,000 — 21 knots	WED., 3rd May	

Cargo only.

Via MANILA, Omitting Shanghai.

Proceeding to South America Ports.

Steamer via Shanghai leaves at NOON

Manila at 10:30 A.M.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

NEW YORK £60... RETURN £96.10.

SAN FRANCISCO £45... RETURN £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamer of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS

MISSIONARIES, etc.

ROUND-THE-WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Pacific Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

CORONEL via JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES

SALINA CRUZ, BALBOA, CALEAO, ARICA, IQUIQUE and VALPARAISO

TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU ... 18,500 — 15 knots ... SATURDAY, 11th Mar.

For Full Particulars as to Passage and Freight, apply to —

K. DOI, ACTING AGENT, King's Building, 213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

STEAMER

TO SAIL

SHANGHAI, KOBE AND YOKOHAMA ... POLYNESIE ... On 8th March.

(Without Transshipment)

HOMeward

MARSEILLES via SAIGON and ATLANTIQUE ... On 8th March, at 5:30 P.M.

PORTS

(Without Transshipment) ... AMAZON ... On 18th March.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT, QUEEN'S BUILDING

TELEPHONE 740

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA via SHANGHAI, MOJI

KOBE, YOKKAICHI and YOKOHAMA

Steamer "CANADA MARU" ... T. Sargis ... SATURDAY, 4th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Perols.

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM,

PENANG, AND COLOMBO.

Steamer "LUZON" MARU ... T. Miyake ... WED'DAY, 15th Mar., at 7 A.M.

FOR TAMSUI AND KEELUNG via SWATOW AND AMOY.

Steamer "KAIJO MARU" ... Murakami ... SUNDAY, 5th Mar., at Noon.

FOR ANPING AND TAKAO via SWATOW AND AMOY.

Steamer "SOSHU MARU" ... A. Kobayashi ... WED'DAY, 1st Mar., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI, Manager, Second Floor, No. 1, Queen's Building

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